

2015 YEARBOOK

THE MUST-HAVE
MAGAZINE OF 2015!

twowheels

and scooter

12
OF THE
BEST
BIKES



QBE

RATED BY:

EXPERT
RIDERS

twowheels

TESTED!

BIKE YEAR



APRILIA
MV AGUSTA
MOTO GUZZI
SUZUKI
TRIUMPH
DUCATI

2015

KAWASAKI
INDIAN
YAMAHA
VICTORY
HONDA
KTM

WHICH BIKE COMES OUT ON TOP?

+
60
YEARS!

YAMAHA
CELEBRATES



2015
YEARBOOK
A\$9.95 (inc. GST)
NZ \$9.99 (inc. GST)

K-5



A LIGHTER, SAFER FIBRE HELMET

K-5 is the most recent innovation in the AGV Extreme Standards line of helmets and sets a new standard for AGV sports and road helmets. The outer shell is made entirely from fibreglass and carbon fibre to achieve maximum strength from a truly lightweight helmet.



AREODYNAMICS AND SAFETY

The small rear spoiler is an integral part of the shell and increases the stability and aerodynamics of the helmet. The lower lateral profile decreases the risk of injury to the collar bones.



PERIPHERAL VISION

Peripheral vision is much wider than on a traditional helmet thanks to the shape of the lower part of the visor cut-out which means better active safety.



VENTILATION

The size and positioning of the air vents are the result of intensive computational fluid dynamics and wind tunnel testing. The ventilation system ensures a constant flow of fresh air inside the helmet.



THE CUBE
BLACK/SILVER/RED



TAKING IT TO THE
NEXT LEVEL

JEANS AS
STRONG AS LEATHER

SR4 FLEX

- 50% internal cover of Covec impact abrasion resistance layer.
- Tested to 4 seconds Impact Abrasion Resistance on EN13595-1.
- Covec thermal barrier inside – prevents heat transfer from road friction.
- Knee & Hip armour pockets for optional CE 1621 approved protectors.
- 12. oz blue denim, 98% cotton, 2% stretch outer.
- Traditional 5 pocket design.
- Water repellent finish.
- \$199.95 RRP INC. GST

POWERED BY
COVEC
MATERIALS FOR LIFE

Distributed By Cassons Pty Ltd AUSTRALIA - P: +61(0)2 8882 1900 F: +61(0)2 8882 1999
E: enquiries@cassons.com.au - W: www.cassons.com.au

F3 800



70TH

ANNIVERSARY
1945-2013

STATE OF THE ART MOTORCYCLES BEGIN HERE
mvagusta.com.au

EAS - ELECTRONIC ASSISTED SHIFT | MVICS - MOTOR & VEHICLE INTEGRATED CONTROL SYSTEM | ABS - ANTILOCK BRAKE SYSTEM (BOSCH 9 PLUS RACE MODE) | TCS - TRACTION CONTROL SYSTEM (8 LEVELS) | RLM - REAR LIFT MITIGATION | CRC - COUNTER ROTATING CRANKSHAFT | 4 RIDE MODES - ENGINE MAPPING

THE NEXT LEVEL IN TECHNOLOGY

EAS - MVICS - ABS BOSCH 9 - TCS [8]
RLM - CRC - 4 RIDE MODES



\$21,390

RIDEAWAY

2 YEAR WARRANTY + 2 YEAR ROADSIDE ASSIST



Motorcycle Art

Great Memories Are Made at The Roundabout Inn



- A friendly motorcycle pub with great affordable accommodation!
- The gateway to Thunderbolt's Way and the Oxley Highway
- Lock-Up Off-Street Parking
- Top Quality Food at the award winning Bistro – Hot Breakfast also available.
- Very friendly bar staff and a great atmosphere!

**STAY A NIGHT, STAY A WEEK
— IT'S UP TO YOU!**



The Roundabout Inn

28 Church Street, Gloucester NSW 2422 Ph: 02 6558 1816

www.roundaboutinn.com.au



068



010

CONTENTS YEARBOOK 2015

092



- 10** Bike Launch – Harley-Davidson LiveWire
- 18** Ignition
- 22** In Gear
- 26** Kerr
- 30** 2015 QBE Bike of the Year
- 68** Special Feature – Yamaha's 60th Anniversary
- 78** Two Wheels Shed
- 82** Modern Classics
- 86** Cox Report
- 92** Scooter – SYM GTS 300I Sport
- 96** Jonesy
- 98** Chain Mail



030



2015 BIKE OF THE YEAR

Made possible by
QBE

EDITORIAL
The next generation
of motorcyclists...

YOUNG AND IMPRESSIONABLE

Growing older has a way of making you reflect on where it all began...

I suppose it was the passing of yet another year that started the cogs in my brain turning and looking back to where my love of motorcycles all began. For me it was stories of my grandfather's BSA and my father's exploits in the Isle of Man on his old trustee AJS. It could have also had something to do with a friend of the family living in our street riding his old Z1, a sight I'll at the age of seven I'll never forget. Jonesy recently shared his first memories of motorcycles when he was run over by one at only five years of age. Okay, it's a strange induction to two wheels, but look at him today, if his wife lets him buy any more motorcycles he'll have a two wheeled collection to rival John Laws' museum of cars.

Young Amarah prefers the trike with three wheels, but it won't be long before she wants a ride on a motorcycle...



It was one of the most competitive Bike of the Years ever...

Although now that I'm in my early forties, I can't help but notice the same thing taking place with the impressionable people in my own life. First of all my teenage children, especially my two boys who I've mentioned on these pages before, and as they grow older, their interest and anticipation also grows, at an alarming rate, leading to a day I've always had reservations about, the day they begin to ride on the road. The best I can do is hopefully guide them to be safety conscious motorcyclists.

But like me, my two sons became interested in bikes years ago, just like the latest additions to the motorcycle fan club, my neighbour Youssef and his two children Amarah and Malek who live directly opposite. Being in my line of work, many people in my street see me regularly come home on a different motorcycle, often being met with confused looks. But Youssef's a good mate, so he knows what I do for a job, which is why every afternoon he and his children come out to see what bike I'm riding. Malek just stares at me with wide eyes, a look that reminds me of another little boy almost 35 years ago; me when I first saw a motorcycle up close. And they both come out each morning to give me a wave as I leave the driveway...two motorcyclists in the making right there.

Now I'm sure most of you can relate to young children being mesmerized by motorcycles, and it's great to see. But being so impressionable at a young age, it's important as experienced motorcyclists that we pass on the potential dangers attributed to riding bikes. This is why it's a good

idea that when you might be taking someone for a ride who isn't familiar with motorcycles, to share your knowledge by showing them the possible problems that can arise. Point out how to ride safely and always make sure they're wearing the right gear, because whichever way you look at it, these young and passionate enthusiasts are the next generation of motorcyclists. Sure we're not role models like Stoner, Rossi or Maddison, but it's still important for us to lead by example, because you never know who might be watching.

In the meantime we've got another great issue for the 2015 yearbook. First up we take a closer look at Harley-Davidson's prototype electric motorcycle; the LiveWire before celebrating 60 colourful years with Yamaha. For those who like classics, there's a great opportunity to step back in time as we reminisce on the Laverda Jota 1000 while the Cox Report concentrates on rating the ten best motorcycle racers of all time.

And of course the ride's over, the bikes have been judged and it's time for the QBE 2015 Two Wheels Bike of the Year with representation from all the major motorcycle manufacturers; Aprilia, Ducati, Indian, Victory, Honda, Triumph, MV Agusta, Kawasaki, Yamaha, KTM, Suzuki and Moto Guzzi. It really was one of the best runs in recent years, with all the action captured on film and featured this issue.

So who ended up Top of the Class?

Miles Rangeley

This should be the Two Wheels office... just motorcycles, the open road and good mates!



1299 PANIGALE



The Apex of Performance

Advanced 205hp engine. Light weight of 166.5kg (dry). The 1299 Panigale has become a new benchmark.

Ever Red
Extended Ducati Warranty

Extend the warranty coverage of your new Ducati with our Ever Red 12 or 24-month solution. Activate it now and add value to your passion.



Recommended

Powered by



1299 Panigale S model pictured

ducati.com.au

2-Year / Unlimited Kilometre Warranty.
2-Year / 24 Hour Ducati Rider Assist.
24,000km Desmo Service Intervals.



BIKE LAUNCH
HARLEY-DAVIDSON LIVEWIRE

NEW TERRITORY

Feature by Roland Brown Photos by Stuart Collins and Chippy Wood

There can't be many motorcycling experiences that are less like riding a typical Harley-Davidson than the act of winding back the throttle of the electric LiveWire prototype.

Pulling onto the Millbrook proving ground's banked circuit with a gap of a few hundred metres to the rider ahead, I twist the throttle at about 75km/h. The LiveWire instantly surges forwards strongly and utterly smoothly, emitting a piercing, high-pitched shriek that adds to the sense of speed.

Moments later I glance down to see the colourful, smartphone-like TFT display reading 146km/h before I have to back off and brake, at which point the LiveWire adds to the single front disc's effect by supplying a very noticeable amount of regenerative braking force to the rear wheel, without needing help from my right foot.

Welcome to Harley's brave, strange new world of electric motorcycling – or, at least, to the possible prelude to it. The Milwaukee firm is desperate to find ways of attracting young riders to replace its increasingly ancient band of V-twin loyalists. Maybe battery-powered bikes are a solution?

The signs so far seem quite encouraging. Since the Milwaukee firm unveiled the LiveWire in New York last June, members of press, bike trade and public have taken more than 7000 test rides in the US, with many more lined up to do so during a similar tour of several European countries this summer (as part of the LiveWire Experience Tour).





It may not have yet gone into production, but the Harley-Davidson LiveWire could well be on its way to the dealers soon, taking H-D into new territory...

BIKE LAUNCH

HARLEY-DAVIDSON LIVEWIRE

So far there's still no confirmation that the project will go further than that, but following a generally positive response the LiveWire is possibly set for production next year. Meanwhile it's gaining some useful exposure by being ridden by Scarlett Johansson's character in the Marvel movie *Avengers, Age of Ultron*.

The 20 or so LiveWires in the more down-to-earth surroundings of Millbrook, near Bedford in the English Midlands, looked sufficiently well finished to be production bikes rather than prototypes. Simply, cleanly and very conventionally styled, with a slim single seat unit, the LiveWire could,

at a glance, almost be a petrol-powered middleweight roadster – until you notice that below its cast aluminium frame's diagonal main spars is not an engine but an aluminium motor casing.

That casing hides a three-phase AC motor that sits longitudinally below the lithium-ion battery cells. It produces a claimed 74bhp, along with 70N.m of torque which, as with other electric motors, is generated from zero revs. Harley claims a 0-100km/h time of under four seconds from the single-speed LiveWire (and a recharging time of three and a half hours from a domestic socket). That power output

would be sufficient for a top speed of over 160km/h but the prototype is apparently limited to 153km/h.

At a standstill the LiveWire felt quite like a normal naked middleweight, albeit an unusually small yet heavy one, as it weighs 210kg. Its seat is very low; the slightly raised one-piece handlebar was within easy reach. It even has Harley's normal indicator buttons on each bar, although the mirrors are curiously placed, low on the back of the indicators, and almost completely useless.

When I pressed the kill-switch to turn on the ignition the touch-screen display lit up, showing a blue column down the left,



**WELCOME TO
HARLEY'S BRAVE,
STRANGE NEW
WORLD OF ELECTRIC
MOTORCYCLING –
OR, AT LEAST, TO THE
POSSIBLE PRELUDE
TO IT...**



which was remaining battery charge; and offering a choice: press green for Range, with its promise of 95km, or brown for Power, with its full performance but reduced, 47km potential. On a crowded test day we'd been given ten-minute test rides, so I opted for Power.

The motor was still effectively in neutral, until I pressed the starter button, which brought up a large zero (its speed) on the display to show the bike was live, and that opening the throttle would have an effect. With no sound to warn you, the need for a second press is a useful safety measure. Despite that it would still be quite easy to open the throttle without expecting the bike to respond.

Respond it certainly did, when I twisted the throttle, sending the LiveWire shooting forward at a very decent rate. There's no clutch or gearbox, just a single speed that always had torque to spare on the mostly twisty and steeply undulating proving ground road. Straight-line performance

felt comparable to a good middleweight roadster, crossed with scooter-like ease of use from the single-speed transmission.

The feel was very different, though, mainly due to the complete smoothness and the sound, a whine that rose towards a scream as the revs increased. Harley say the noise, which comes from the bevel gear that transfers the crankshaft's output to the sprocket for the belt final drive, is reminiscent of a jet fighter. In fact the bike sounded similar to other electric bikes I've ridden; just a bit louder.

Where the LiveWire did feel different to other electric bikes was on shutting the throttle, when it had a stronger slowing force from its regenerative system. On a short ride I didn't mind this, but it would be helpful to be able to adjust the 'engine braking', as you can, through four levels, with BMW's C-evolution scooter. Surprisingly the prototype didn't have ABS, which it would need in production.

Nor did it have traction control, which

would also be very useful, given the instant and high level of torque developed by the motor. One experienced rider pulled away on a damp patch with a large stepping-out of the rear wheel, suggesting that it would be easy to get caught out. At least the LiveWire's Michelin Scorchers were reasonably wide (the rear a 180/55 x 17in) and seemed respectably grippy, unlike the narrow, cheap rubber fitted to some electric roadsters.

The front brake's single disc and twin-pot caliper also seemed to have reasonable bite, although the slippery surface meant I couldn't be sure. Handling was firm and distinctly ponderous, perhaps because the battery weight is high. Fine-tuning of the firm Showa Big Piston forks and cantilever rear monoshock might have helped but there was no time for that. In less than 15 minutes the ride was over, without much distance covered but at least with juice still in the batteries.



BIKE LAUNCH HARLEY-DAVIDSON LIVEWIRE



My brief ride confirmed that the LiveWire is quick and fun to ride, and that Harley's claim of close to 50km when using the performance is probably about right. Whether that and the range of about 90km in economy mode are enough to give the bike sufficient appeal is just one of the numerous questions facing Harley bosses as they consider whether – and if so when, in which markets and at what price – to put it into production.

In some ways the signs are encouraging. Those 7000-plus test rides have been run partly to generate feedback, and Harley report that 86 per cent of riders “found the experience positive”, and 74 per cent were “interested in buying” a LiveWire. But asking someone whether they’d buy one is meaningless until they know the cost and

other details. Price – like range, battery life and resale value – remains a big problem for electric bike makers.

With the prototype LiveWire, Harley seem to have shown that they can create a battery-powered roadster that looks good and has competitive – possibly class-leading – performance. But Californian electric-bike firm Zero's €15,000-plus models, offering comparable speed and more range (Zero claims 67bhp and 164km/h top speed for its flagship model the SR), have sold in tiny numbers.

Although Harley have massive brand awareness plus a global network whose economies of scale might allow a more competitive price, the firm's existing customers are hardly known for their futuristic taste in motorcycles. Harley desperately need new

and younger riders, but whether an electric bike can attract them is a question that can be answered only when – if – one goes on sale.

So although the LiveWire shows definite promise there's no certainty that it will reach production, let alone any time soon. What is for sure is that when plotting Harley-Davidson's future as a manufacturer of electric bikes the firm's bosses have some important and increasingly urgent decisions to make.



SBK MOTUL



WORLD~~SBK~~COM

SUPERBIKE < SUPERSPORT <
FIM WORLD CHAMPIONSHIP

SUPERBIKES ISLAND SCORCHER

FIM SUPERBIKE WORLD CHAMPIONSHIP
PHILLIP ISLAND ROUND 2016

26-28 FEBRUARY

3 DAY
PRE-PURCHASE
GA FROM

\$115

- > VIP HOSPITALITY
- > BAR SBK
- > KIDS 15 AND UNDER FREE

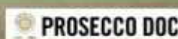
* CONDITIONS APPLY



SUPERBIKE INFO LINE:
1300 728 007

BOOK ONLINE:
WWW.WORLDSBK.COM.AU

PURE MOTORSPORT.



TOP SPONSORS

OFFICIAL SPONSORS & ADVERTISERS
EVENT SPONSORS & PARTNERS

HARLEY-DAVIDSON LIVEWIRE PROTOTYPE

ENGINE TYPE

Three-phase AC electric

BATTERY

Lithium ion

CAPACITY

Not disclosed

POWER

74bhp

TORQUE

70N.m

CLAIMED RANGE

58 miles (93km) on Range setting,

29 miles (47km) on Power

CLAIMED RECHARGE TIME

3.5 hours

TRANSMISSION

Clutchless one-speed, belt final drive

FRONT SUSPENSION

Showa Big Piston inverted telescopic, adjustment for compression and rebound damping

REAR SUSPENSION

Single Showa shock, adjustment for preload

FRONT BRAKE

Single disc, twin-piston Nissin caliper

REAR BRAKE

Single disc, single-piston Nissin caliper

FRONT WHEEL

3.50 x 17in; cast aluminium

REAR WHEEL

5.50 x 17in; cast aluminium

FRONT TYRE

120/70 x 18in Michelin Scorchers

REAR TYRE

180/55 x 17in Michelin Scorchers

WHEELBASE

Not disclosed

SEAT HEIGHT

Not disclosed

RAKE/TRAIL

Not disclosed

WEIGHT

210kg

DAVE HACKSHALL, HARLEY-DAVIDSON UK MANAGER

"I would love to see the LiveWire in production but I can't say what the chances are – I just don't know! A lot of investment time and energy has gone into it, so I hope that in the shortest possible time we could come up with a strategy on how to deliver it to the market. You wouldn't think it would take a huge amount of time because it looks like a production bike, even though it isn't."

"I think the LiveWire would broaden our appeal as a brand. It's not something that up until this point you would think Harley would have considered. It's a real step outside our tradition of motorcycle design which I think

is amazing. Aircooled cruiser motorcycles are fantastic and put us where we are. This is the next stage, and it's huge and exciting for everyone in the company."

"I'm afraid I can't say anything about price or production timescale because this is purely a prototype. If we were to put it into production, it's not a million miles away. It almost looks like a production motorcycle. It's a halo piece for us and once we've got all our data and understanding of what people need, there's a decision to be made. But there's a whole raft of infrastructure that needs to be put together before we can even consider bringing it out to the general public." ■



**HARLEY SEEM TO HAVE SHOWN THAT THEY CAN
CREATE A BATTERY-POWERED ROADSTER THAT
LOOKS GOOD AND HAS COMPETITIVE – POSSIBLY
CLASS-LEADING – PERFORMANCE!**



SKWAL

...and there was light

**THE WORLD'S FIRST
HELMETS TO FEATURE
THIS TECHNOLOGY.**

- «Pinlock Maxvision®» film provided
- Autoseal System: making the visor adhering to the helmet's gasket providing a much better insulation (water and cold)
- Rapid Antifog System: opening and locking the visor on an anti-mist position
- This helmet is sold with a LED system that you can switch off.



www.ficeda.com.au



SHARK
HELMETS

shark-helmets.com



SCHNITZER'S 'R NINE T'

AC Schnitzer have just rolled out their version of the 'R nine T' later than most of their competitors but fully justified when considering the development work done on the bike and the wide range of specialist components. Overall the company went for reduced weight, improved stability and handling which they have achieved, initially developing a wider rear wheel (a not unusual Schnitzer speciality) with a drop forged aluminium alloy rim to suit the new ContiRoadAttack EVO tyre. Top quality

anodised milled aluminium components are the norm throughout this project.

The long favourite conical Stealth silencer is used 3kg lighter than the BMW standard with an increase of 2HP and a deeper growl. Improving stability comes with the new fork bridge which complements the three axis clip-ons with an ideal sports riding position, further improved with new brake and clutch levers and footrest assemblies mounted in a higher position.

Collaboration with Touratech with their suspension is a significant part of the 'improved stability and handling' target with their high end rear strut fully adjustable for dynamic or touring needs, the forks incorporate Touratech Hyperpro springs likewise completely adjustable providing optimum comfort, fine damping and settings to suit any riding style. Finally a Touratech 'CSC' steering damper completes AC Schnitzers's handling aims.

The rear of the bike is modified with a new integral rear and brake light which is almost invisible until they are switched on and note the registration plate mount. The nosecone and belly pan stand out but look closer and more details show up like various covers, tank strap, crash bungs etc. Overall a well-built machine with performance to match...



Ignition

What's happening in the industry?

TNT COMPRESSOR

Created by Italian company Evotech to promote their specialist billet components for Benelli and other companies, the TNT Compressor is pure sex on two wheels. The engine is a basic 1130cc Benelli fitted with a Rotrex centrifugal compressor boosting output to 200bhp at 10,000rpm with torque of 156.9Nm @ 9800. The DOHC 12V 3-cylinder having 12.5 to 1 compression is cooled by twin water radiators with the Motec M84 engine control mounted in a Benelli Tornado frame with die cast aluminium joining the tubular cradle mated to a Tornado swing arm.

Wheels are magnesium type Cattiva R OZ with twin front 330mm discs gripped by Brembo callipers, plus radial brake and clutch pumps. Rear calliper is a Discacciati. Forks are Ohlins and rear shocks a Mupu SB1. Transmission is enhanced with a Benelli Dry Clutch Kit and the exhaust system handmade by Hattech. Using the machine currently for exhibition purposes notice some of the smaller high quality Evotech items highlighted in red.

Twin side covers for the radiators in carbon fibre and a shapely tank cover and front mudguard in the same material further enhance the machine. Finally notice the masterpiece of style in the rear tail unit and that belly pan both in carbon fibre.

Even though the bike is purely a 'one-off', some of the above items will fit on to a standard Benelli TNT 1130, and should there be sufficient interest from TNT owners Giordano will certainly consider producing them to order which will serve to convert their bikes into something very special....so maybe you should inform him of your interest.

MONSTER ADRENALIN

Already creating hype around the world is Ducati's latest Monster 1200R. It is easily the most sophisticated and powerful Monster yet, with 10% more power than the 'S' - 160 HP at 9250 rpm and 97 ft lbs of torque 131.4 Nm/97 at 7750 and an uprated rolling chassis.

Motor is 1198.4cc Testastretta, 4V Desmo, 13.1 CR I-twin with Synerjet-Continental EFI injection to EURO 4 Standard. Exhaust system is of new larger design 2-1-2 with catalytic converter, twin lambda probes and pentagonal aluminium silencers. Gearbox is six-speed with straight cut primary gears and a wet multi-plate hydraulic clutch plus self-servo action on drive and slipper action on the over-run. Performance is very smooth in lower rev ranges with 75% torque at 3500 rpm while the 'thrust' remains strong and vigorous above 7000 increasing power and torque up to

10,200 which on the track Ducati describe an 'adrenaline packed experience'.

The frame is normal Monster 'trellis' but on this model raised 15mm front and rear with the seat height now 830mm to aid cornering clearances on track. Suspension is Ohlins with 48mm fully adjustable USD forks and rear shock, the latter with progressive linkage mounted on the aluminium single-sided swinging arm. Brake systems are top of the range Brembo with twin 330mm semi-floating front discs, radially mounted Monobloc evo M50 4-piston callipers and radial pump, rear brake 245mm with 2-piston callipers both with Bosch ABS.

The rear of the bike is unlike any other Monster with a re-designed higher and more compact rear tailpiece, sport seat and license holder, the front with minimal nose fairing and TFT screen with colour instrumentation to suit each mode. Main headlight is halogen with all other lights and indicators LED. Equipped with the Ducati Safety Pack Riding modes are Sport, Touring and Urban programmed to the Ride-by-Wire engine control system with ABS and DTC intervention levels ensuring hard braking stability and lift prevention.

Just two liveries are available, Ducati Red with Red frame and Dark Chromed wheels and contrasting Black with Dark Chromed frame and wheels....both are very striking.

Making its debut in mid-September at the Frankfurt Show on the Audi Stand the DUCATI Monster1200 R was definitely the 'Star' Exhibit.



PURE ADRENALIN

NEW APRILIA TUONO V4 1100 RR



RACE BRED
TECHNOLOGY

a PRC

a TC

a WC

a LC

a QS

r BW

ABS

\$23K* RIDE
AWAY

With racing in its DNA the new Tuono V4 1100 provides pure adrenalin with a powerful new 1100cc V4 engine which produces 175HP at 11,000 RPM and a dynamic 121 Nm at 9,000 RPM. Featuring Aprilia's patented Rider Performance Control electronics package which includes rBW, aTC, aLC, aWC, aQS, and Race ABS which work in conjunction with the state of the art adjustable suspension and Brembo braking system to form an irrepressible package. The proof seven World Superbike Championships in as little as six years. From racetracks to roads, setting new standards for technology and performance is our job and our daily commitment. Available in Tuono V4 1100 RR and Tuono V4 1100 Factory. For more information visit www.aprilia.com.au

2 YRS UNLIMITED
KM WARRANTY

#be a racer

aprilia

*Recommended Ride Away Price for Tuono V4 1100 RR. Price is subject to change without notice. Overseas model shown for illustration purposes. Consult your Aprilia Dealer for further details. Aprilia Australia promote safe and responsible riding.

f facebook.com/apriliaaus

MV AGUSTA AUSTRALIA

It was a night of anticipation and excitement at the Park Hyatt in Melbourne when MV Agusta Australia launched two of their latest models, the Brutale Dragster RR and the exclusive F4 Reparto Corse. These are two very serious motorcycles with all the design and attention to detail we've come to expect from the Italian manufacturer.

It was a great evening that not only showcased these two new models, but also included special guest speakers from MV Agusta with a live feed to Italy and Mercedes-AMG, who discussed the new technology that will take MV Agusta into the new era along with highlighting some other new models like the F3 800 which has been inspired by the Mercedes-AMG G.T. The 'AMG Solarbeam' theme with black accents and AMG logos not only reflects but also celebrates the iconic relationship between the two companies.

Set against the backdrop and idyllic setting of the Park Hyatt and surrounds, the F4 Reparto Corse and the Brutale Dragster RR both looked insane. Luckily we booked in a test ride for Kevin Magee to ride some of the new models at Sydney Motorsport Park a couple of weeks later, which is coming up next issue.

Another important factor in the latest restructure of MV Agusta in Australia was Urban Moto Imports taking over the distribution of the popular Italian marque, and already there has been some important inroads made into the ever increasing competitive motorcycle market.



THE DAYTONA

For something different, here's the new joint venture between XTR Pepo and Max Boxer; Daytona! Pepo was responsible for developing the rolling chassis while Max was entrusted with the roll of putting together the R100 MaxBOXER engine. The engine has the crankcase lightened cylinder heads too then gas flowed and at the same time inlet ports enlarged for bigger valves fed by twin Dell'Orto PHM 40 mm carburetors. Light high compression pistons are fitted while air intakes are XTR Potax aluminium. A racing clutch is installed and the gearbox up-dated with race adjustments while the oil pan intermediate crankcase has an external oil filter, plus a Ducati Paso oil radiator. Electrics use Racing wire, a LIPO battery and Silent Hetkit electronic front crankshaft ignition with 16 mappings and electronic regulator – indeed an R100 motor like no other.

Pepo Rosell started his work with a BMW R80 ST frame suitably reinforced and fitted with a 'Guardia Civil' Monolever swingarm and 17" R850R rear wheel. A Ducati Sport Classic donated the forks as well as the 17" front wheel with Ducati Monster 900 front

discs and brake pump allied to a Discacciati calliper kit with ample performance to haul the Daytona to a stop.

Front fairing and bracketry are XTR as well as the carbon front mudguard and then carefully chosen a modified Moto Guzzi tank, Yamaha TZ seat and Derbi GPR supports for the Tarrozi levers. Most certainly a bike with this spec has to have a high level exhaust system and it's a 2 into 1 SuperMario unit with XTR PEPO Megaphone. Finished in classic BMW colours the DAYTONA is a real credit to both Pepo and Max.



two wheels

Editor

Miles Rangeley (02) 8719 3661
<mrangeley@expresspublications.com.au>

Art Director

Ryan Weeks

Editorial Enquiries

editorial@twowheels.com.au

Regular Contributors

Don Cox, Doug Jackson, Glynn Kerr, Kevin Magee, Terry Paxton, Steve Martin, Peter Cox, Pax, Clint Newbould, Steve Doust, Brendan Jones

European Correspondent

Roland Brown

Production Manager

Bronwyn Rowe

Production Co-Ordinator

Alex Grosvenor

Creative Director – Leisure & Motoring:

Igor Amedov

Group Publisher – Leisure & Motoring

Glenn Wright

National Advertising Manager

Luke Finn
Ph: 0423 665 384 Fax: (02) 9741 7293
Email: luke@twowheels.com.au

Subscriptions

Free call: 1800 801 647
Fax: (02) 9737 8017
Email: subs@magstore.com.au
Back Issues – Free call: 1800 801 647

Retail Sales

Distribution enquiries – Circulation Department
Email: circulation@emgroup.com.au
Phone: (02) 8719 3503

Distributed by:

Network Services
66-68 Goulburn St Sydney NSW 2000

General Manager – Motoring Igor Amedov

Published by Published by EMG Express Media Group a division of Express Publications Pty Limited ACN 057 807 904

2 Stanley Street NSW 2128 Australia ph (02) 9741 3800 fax (02) 9748 1956, under licence from General Newspapers Pty Limited ABN 49 000 117 322, Double Bay Newspapers Pty Limited ABN 22 000 237 598 and Suburban Publications Pty Limited ABN 44 008 629 767. All rights reserved.

Editorial Contributions And Correspondence

Two wheels, 2 Stanley Street, Silverwater NSW 2128
Email: mrangeley@expresspublications.com.au
Phone: (02) 8719 3663 Fax: (02) 9748 4059

Copyright Material appearing in 2wheels is copyright and reproduction in whole or part without permission from the publisher is prohibited. By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

Freelance Contributions Address submissions to The Editor, 2wheels, 2 Stanley Street, Silverwater, NSW 2128. The publisher accepts no responsibility for unsolicited material. All text, photographs and illustrations must be accompanied by a self-addressed, stamped envelope. Allow several weeks for acceptance or return.

All material in this magazine is protected by copyright laws and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation.

In respect to technical information provided for any vehicle modifications or riding manoeuvres referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or riding manoeuvres provided and is merely passing on the technical information or riding manoeuvres as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motorcycle mechanic in respect of technical information provided for any vehicle modifications or from a qualified riding instructor in respect of any riding manoeuvres referred to in this magazine.

1190 ADVENTURE SPORTY EXPLORATION

Get some excitement on your road to adventure with the KTM 1190 ADVENTURE. Experience pure exhilaration as you power swiftly ahead on the sportiest Travel Enduro bike around.

- » More power - 150HP (110kw)
- » Long service intervals - 15,000kms
- » Full electronics assistance packages
 - (MSC, ABS and MTC) as standard
- » Motorcycle Stability Control
 - Lean-sensitive traction control
- » Managed Traction Control
- » Bosch 9ME C-ABS
- » Brembo brakes
- » Multi-function cockpit
- » Mode switch
- » Daytime LED
- » 212kg Dry weight
- » 21 Inch front wheel
- » Wire wheels standard
- » Adjustable ergonomics
- » Adjustable windshield
- » WP Steering damper
- » LED indicators
- » Large 23L tank

RIDE MODES

RIDE (MTC + ENGINE OUTPUT)



MTC / TRACTION CONTROL



ABS



KTM



JET FIGHTER

If you're looking for a new classic helmet, maybe you should check out the jet Fighter style from XRH Helmets, the Jet X1. This open face helmet features an ABS shell and high impact liner with stitched leather edging. The helmet has been certified by SAI global as a motorcycle helmet and bears their 5 ticks ensuring that there will be no mistake that this helmet is legal for the road. The shell is available in black or a range of colours with two carbon fibre looking panels. And if you can't find it at your local stockist XRH will pay the postage to get it to you.

Check out upoursimports.com.au to find your nearest stockist or to see their entire range of helmets available.



O'NEAL RIDER

The all new Oneal Rider Boot steps into a class of its own by being designed and produced as a first class boot but sold at an entry-level price. With a tough sole and metal shank, injection moulded plastic shin plate and protection along with guards left and right to protect the bottom buckle, the O'Neal Rider Boot is definitely what you need amongst your riding gear if you take riding off-road seriously. And they're also now available in Pee Wee boot size, which means your children can be just as protected while belting alongside you on your next ride.

The O'Neal Rider Boot is available now at all good motorcycle stores and is distributed by Cassons Australia, PTY Ltd.



DRAYKO TRAFFIK

A couple of years ago Draggin' Jeans introduced their Drayko range of jeans with a younger market in mind. Available in either faded or distressed washed denim, the Drayko Traffik jeans feature a soft light blue denim, back pocket embroidery and are straight leg cut. Every pair of Draggin' Jeans is lined with Draggin's very own revolutionary fabric called Roomoto™, which offers unrivalled safety plus climate control which takes heat and sweat away from the skin and with antibacterial treatment for comfort whilst riding. Draggin' Jeans' patented positioning system ensures that each and every of the contact points are well covered. Inserted during the manufacturing process and secured with heavy duty stitching, Roomoto™ is specifically designed and positioned to keep skin safe at all legal speed limits.

Draggin' jeans are available at all good motorcycle retail outlets or direct from Draggin' Jeans via www.dragginjeans.net.au where you can also check out their entire product range.



BLACKJACK

Most motorcyclists are serious about protection and safety, especially when it comes to wearing a jacket. Yet a lot of the gear available doesn't offer the best of both worlds in function and design, especially for someone who may be looking for a perfect blend of go fast protection and retro styling. That's where the Dainese Blackjack Leather Jacket slots in with quality design and attention to detail. Being lightweight and comfortable, the Blackjack has been designed for use in all seasons and features composite CE rated elbow and shoulder armour, as well as pockets for a back protector. The classic café styled jacket is sleek, stylish and sure to last for more than a few years of riding.

They're available now at all reputable motorcycle outlets and are proudly distributed by Cassons Australia PTY Ltd.



LIGHT IT UP

No matter what your ride is, be it a cruiser, dirt bike or sports bike, Philips will light the way for you. Good lighting is essential for safety during the day as well as at night - making you not only visible but also enabling you to see hazards, hidden dangers and other road users. The motorcycle range from Philips automotive lighting provides you with a choice of a number of lighting options all of which ensure a powerful bright light where you need it most while allowing other road users to see you sooner. The Philips range of lamps provide you with the quality and safety that you need as well as the styling that you have been looking for.

With four different lamps available in the motorcycle range from Philips, you're sure to find a lamp that suits your lighting needs as well as matching the look of your bike;

Vision Moto - the natural choice for a quick and easy replacement bulb, Vision Moto however is not your standard replacement bulb. Offering 30% more light than a standard halogen globe.

CityVision Moto - giving more light as well as individuality, CityVision Moto is a perfect blend of style and functionality. With 40% more light, CityVision Moto gives superior light with an orange effect to increase visibility in city traffic.

XtremeVision Moto - With up to 100% more light than a standard halogen lamp, XtremeVision Moto gives the rider unrivalled vision on the road ahead.

BlueVision Moto - With an ultra-bright white light on the road but also with a stylish blue effect in the headlamp, BlueVision Moto gives you the best combination of white light and more light.

Unlike other lamps, all Philips Motorcycle lamps are specifically designed for motorcycle usage. Philips Motorcycle lighting solutions are fully homologated, road-legal and powerful. For more information, check out your local motorcycle store, or log on to www.ficeda.com.au



BREATHE EASY

DNA® proudly introduce a filter that can last the life of your motorcycle. Strict quality control for construction materials, chosen only by their highest quality, are some of the factors that allow DNA to offer a Lifetime Warranty!

DNA also use Eco friendly materials, like their 100% organic cotton instead of paper or synthetic foam. Hi-tech, precision CAD design (computer aided design) CAM (computer aided manufacturing) and Full Contour design have increased the filtration area by 80%. More air means more available power.

DNA manufacture a range of filter for a wide range of motorcycles and to find out more then head to www.kenma.com.au

ON THE GO GO

Ladies used to regularly complain that motorcycle jackets were specifically designed for men and just didn't look fashionable. Well GoGo Gear listened and released a range of jackets that not only offer protection but look stylish as well. GoGo Gear has been carefully designed to eliminate the appearance of the more common bulky looking armour, despite the fact the armour used in GoGo Gear is very similar to that found in most motorcycle apparel. Their abrasion resistant fabric is hidden beneath a 'fashion' layer of fabric, sometimes knit, sometimes a wool or acrylic, it all depends on the style. The abrasion resistant fabric is sewn throughout the entire coat to provide maximum coverage area.

GoGo Gear is available from Scooteria, 150 Parramatta Rd Stanmore NSW (02-95578500) and don't forget to mention you saw it in Two Wheels.



SECURITY AND SOUND

Peace of mind knowing your bike is always secure and safe is definitely something we all like to have. Well, the Kovix Security KDL6 Alarmed Disc Lock is definitely helping keep those thieves at bay and features a hardened stainless-steel locking pin system and Zinc Alloy body. A 120dB alarm powered by a CR2 lithium battery senses your rotor as you fit the lock which beeps to notify it is armed and after five-seconds it goes live and any movement will trigger the warning tone, followed the loud 120dB alarm.

The alarm is easily disabled for situations where the alarm is not required yet the lock is. The assembly is waterproof and suitable for use in any weather conditions.

They're available in a variety of colours and can be found at either your local motorcycle shop or through Pro Accessories on (07) 3277 0693 or by logging on to ProAccessories.com.au



SELF-DIAGNOSIS

GS-911 is a specialised Diagnostic Tool for BMW Motorcycles consisting of an intelligent electronic interface in combination with Windows software. All you need is the GS-911 diagnostic tool, a Bluetooth enabled phone/pc and quick start instructions, plus the software on your PC/laptop or mobile phone! This in particular makes the tool portable enough to take on any trip. It's been designed by self-confessed BMW adventure freaks at Hex Code.

To find out more check out Motohansa www.motohansa.com.au, call 02 9638 4488 or drop into the showroom 29 Clyde St, Rydalmere, NSW 2116



TIGER ANGEL custom makes leathers for every body



For tailor made garments to fit any body shape
Call or drop in to Tiger Angel Pty Ltd Tel:03 9469 2337
235 Broadhurst Ave Reservoir 3073
www.tigerangel.com



GOODRIDGE

UPGRADE YOUR BRAKE SYSTEM TO GOODRIDGE, EXPERIENCE THE WINNING EDGE

OUR PRODUCTS ARE DESIGNED AND BUILT IN THE UK NOT CHINA.

ALL OUR LINES GO OVER AND ABOVE THE ADR DESIGN RULES. GOODRIDGE SET THE STANDARDS, THE OTHERS FOLLOWED. **CONTACT US NOW!**

BRAIDED LINES : BRAKE PADS : SHOES : CLUTCH KITS : SPRINGS : DISCS

WWW.JOHNSTAMNAS.COM 07 54 477 411

KERR British-born, US-based designer Glynn Kerr is the President of the Motorcycle Design Association

THE 4-WHEEL MOTORCYCLE

I never really understood the reason for three wheeled motorcycles, now we have four???

There have been numerous claims to having created a motorcycle on four wheels over the years. The early cyclecars, popular in the early part of the last century, offered a cheap, lightweight alternative to conventional cars with certain taxation advantages, while later, more sporting offerings such as the Lotus Seven employed minimalism to improve the power-to-weight ratio. That said, for most motorcyclists, none

of the contenders have ever carried any real conviction. Maybe if you've never had the experience of two wheels, then roughing it with no floor carpets or wind-up windows might suggest the raw freedom that motorcyclists regularly enjoy. But if you can't lean into corners, or use your body weight to aid turning, then it's hardly the full experience. It might be fun, but it sure isn't motorcycling.

I've always been skeptical of the value of three wheelers, seeming as they do to mix all the disadvantages of a motorcycle (poor weather protection, poor crash protection, poor carrying capacity...) with

all the disadvantages of a car (can't lean, can't split lanes, etc. etc.). And with none of the advantages. So four wheels is on the wrong side of that equation before we even start. But seeing as I got death threats after criticizing the former, let's be more opened minded about the subject. In any case, after nearly getting deliberately crushed by a redneck in a minivan recently, who clearly wasn't aware that lane-splitting is perfectly legal in California, that particular advantage has lost some of its appeal.

At the 1995 Tokyo Motor Show, BMW produced a show vehicle called the 'Z21 Just 4/2 Concept' which claimed to embody "some of the emotions that



Caterham bought the rights to the Lotus Seven in 1973, and still produces the design to this day

BMW's 1995 'Just 4-2' Concept claimed to deliver some motorcycle sensations



Ariel Atom has distinct motorcycle qualities - or is it more Formula One?





The Honda Racer™ designed by Honda R&D Americas, Inc. for Hot Wheels® may have also influenced the 2&4

only a motorcycle can deliver.” Looking more like a futuristic beach buggy than a 4-wheel motorcycle, it featured a stylised frame that came across as more decorative than structural. The door panels were removable for that added ‘wind up your trouser leg’ effect. “This concept focuses on enhanced driving pleasure for two”, the press blurb continued, “the minimalist exposed mechanics and open wheel allows the public and it’s driver to enjoy the simple pleasure of its ultimate engineering. The BMW Just 4/2 is developed with special clothing, helmets plus side, passenger and driver airbags for enhanced safety.” Despite the attempt to balance minimalism with genuine safety features, the Z21 remained a prototype.

Perhaps the most convincing example to date in a road car application is the Ariel Atom. Weighing in at 1,350 lbs. (612kg.),

the exposed space frame certainly bears a resemblance to motorcycle practice, although there’s just as much Formula One influence to be found. The 230ps Honda VTEC engine gives a motorcycle-like 0-60mph acceleration time of 2.9 seconds. Just like a bike, there’s no room for luggage, and when it rains, you get wet. For even bigger thrills, there’s the turbocharged Atom 3S, which packs a 365ps punch, although with pricing from \$89,750, there’s one more element that’s not quite like a motorcycle.

Cutting to the chase, one newcomer that’s come even closer to achieving the brief is Honda’s Project 2&4. This was the winning entry from Honda’s ‘Global Design Project’ - an annual contest between Honda’s design studios worldwide, intended to challenge the team and inspire creativity. This year,

over 80 designers participated. Powering this little beast is the same 999cc V-4 that powers the RC213V GP bike, albeit detuned to ‘only’ 215ps. Honda does not clarify why the engine has been ‘tuned for the public road’, when the rest of the vehicle is clearly far from being street legal. In fact it’s hard to imagine how that could be possible without a substantial redesign. The floating driver’s seat is a cool idea that adds to the thrill appeal, and close-to-a-motorcycle sensations. But in a world of side airbags and impact crumple zones, it seems a long way off meeting the requirements for type approval.

Also curious is that Honda likens the 2&4 to its RA272 racer of 1965 - the first Japanese car to win a Formula One Grand Prix. This racing legend, we’re told, influenced the 2&4, in particular “the body design and engine position”. Which is odd, because the engine in the RA272 is located behind the driver, not alongside, and except for the colour, the bodywork looks nothing like it. Even more bizarre is that the press release fails to mention Honda’s own ‘Side-by-side’ - a track-only single-seater of which 50 were produced in 1997 as part of Honda’s 50th anniversary celebrations. While the company no doubt likes to remind us of its historic racing success, the Side-by-side seems a far more appropriate comparison, the engine being positioned alongside the driver. Weighing just 860 lbs. (390kg.), it was powered by a 750cc V-twin borrowed from the Africa Twin, and while the power was hardly exhilarating, the super-light weight more than compensated for it in fun factor.



Honda Project 2&4 is probably as much fun as you can have on four wheels



1957 Lotus Seven used minimalism to achieve a high power to weight ratio - and fun on a budget

In both cases, the side-mounted engine allows for a super-short wheelbase and a centralised mass, creating a low polar moment inertia and near perfect weight balance. According to Honda, "By locating the engine on the driver's right hand side, all inertial masses are concentrated near the center of gravity. A very low polar moment is thus achieved, with the neutral steer line almost over-lapping with the center of gravity for superior turn in performance. The neutral steer line is the line over which cornering forces do not translate into either understeer or oversteer. Slide control is thus much easier thanks to a reduced tendency to sudden change from under-steering to oversteering behavior."

The 2&4 concept model was unveiled at the Frankfurt Internationale Automobil-Ausstellung on 15th September. Whether or not the design has any chance of becoming a production reality, either for the road or track, let's not let reality spoil a good dream. The 2&4 concept has bags of energy, and looks a hoot to drive. Just looking at



Series 2 Lotus Seven was still pretty basic



Legendary Honda RA272 supposedly inspired the 2&4 - really?



1997 Honda Side-by-side is the logical ancestor to the 2&4

it makes you want to jump into the seat, and take this 14,000rpm go-kart for a spin around the local track. What a pity the actual RC213V-S road bike fails to generate the same level of excitement. When a four-wheel design has more emotive appeal than a two-wheeler with an identical engine, then maybe 2&4 really has won the right to be called a motorcycle on four wheels. ■

Over 160 companies have produced replicas of the Seven, including the Dutch-based Donkervoort



V7II

STONE // SPECIAL // RACER



THE V7 II CHANGES EVERYTHING

In the spirit of the 1967 model the new Moto Guzzi V7 II changes everything whilst remaining true to the original heritage that has made the model famous. The new V7 II combines the style of yesterday with the technology of today, featuring the distinctive 750cc transverse 90° V-Twin engine, new six speed transmission, new Anti-Lock Braking system (ABS) and Moto Guzzi Controllo di Trazione (Traction Control). If individuality is what you seek then the Moto Guzzi V7 II is for you. Moto Guzzi have made available a complete range of accessories which will allow you to customise your V7 II to be a reflection of your own perfection.

V7II


MOTO GUZZI®
MOTOGUZZI.COM.AU

*Recommended Ride Away Price. Price is subject to change without notice. Overseas models shown for illustration purposes. Consult your Moto Guzzi dealer for more details. Moto Guzzi Australia promote safe and responsible riding.

 facebook.com/motoguzzi.au

TOP SHELF

Yet again we've
been given the best
of the best to judge
for the 2015 QBE
Bike of the Year...



QBE 2015 BIKE OF THE YEAR



THE CONTENDERS

Aprilia Tuono 1100RR
Kawasaki H2 Ninja
Indian Scout
Victory Magnum
Honda VFR 800F
KTM 1290 Super Adventure
Triumph Tiger XCx
Ducati Multistrada 1200S
MV Agusta Turismo Veloce
Yamaha YZF-R1
Moto Guzzi V7 II Stone
Suzuki GSX-S1000



You just have to look at some of the motorcycles released in 2015 to see it's been a very busy year for most motorcycle manufacturers. The sports bike category is once again alive and thriving with some very exciting and tantalising new machines being unveiled, along with a collection of retros, cruisers, tourers...like I said, it's been a very busy and competitive year.

Of course the manufacturer's main goal is to entice the motorcycling public to buy their machines, and our goal at Two Wheels is to test all these motorcycles by utilising the skills of some very experienced and knowledgeable riders all in an effort to bring you informed opinions and ultimately help you with your important choice.

So as expected, this year we were given a very diverse mix of motorcycles for the test, and the excitement amongst the judges was more than evident, even before a single side-stand had been flicked up. And we had a great ride organised too, which would see us head out of Sydney and up the Putty Road towards Singleton. From there we were going to make our way towards Gloucester, making camp for two nights at the Roundabout Inn. If you've ever been in this part of NSW, the roads at the doorstep of the Roundabout Inn are a motorcyclists' haven. Regardless of which direction you might head, you're bound to enjoy the ride with countless routes to take. And the hospitality at the hotel is second to none with the Licensee

Adrian always making sure the patron's needs are always seen to.

So with a destination set, and all the test riders ready to set off, it was out of Sydney and on our way for a three-day test which would see us score 12 motorcycles from the top shelf in 2015. By using the four criteria of Quality of Manufacture, Appropriate Use of Technology, Fulfilment of Design and Value for Money, each motorcycle is scored out of 10 in each category, leaving a score out of 40. From there each judge's scores are tallied and then divided to get an average for each motorcycle. The final scores for each bike are listed on the features. And this year we definitely had a tough task at hand, especially with so many great motorcycles to test and judge...

2015 BIKE OF THE YEAR

Made possible by
 QBE

THE JUDGES



MILES RANGELEY

Editor for just over two years now, Miles loves nothing more than riding motorcycles, which is why when Bike of the Year rolls around, he's often the first one out of the office!



KEVIN MAGEE

Former Moto GP racer Kevin 'Magoo' Magee has always been a familiar face on Bike of the Year, and often sets the pace on the road and at the bar. With an extensive knowledge of anything on two wheels, he's always an integral part of the crew.



ROB COLLIGAN

With nearly ten Bike of the Year tests under his belt, and more years riding motorcycles than he cares to remember, Rob's always an important member of the group. His approach to the job at hand is always professional, and his knowledge is just as impressive.



STEVE MARTIN

With a knowledge of motorcycles that has seen him at the top of his game for years, Steve would have to be one of the most humble men you'll ever meet. And man can he ride! From being a former World Superbike racer to testing on Bike of the Year...he loves it all and takes it just as seriously.



SCOTT O'CONNOR

This may have been Scott's very first test on Bike of the Year, but he has been surrounded by motorcycles all his life. And being a former jet pilot, he knows what it's like to have the need for speed too, and his mechanical expertise is nearly as impressive as his riding skills.



STEVE DOUST

After living most of his life on two wheels, Steve worked as a motorcycle transport driver for a few years, which is why he fitted straight into the group. He's experienced, mechanically minded and loves to ride whenever he can.



MICHAEL STRANO

Being a producer at Fox Sports would definitely be a demanding job, which is why it was great to be able to include Strano in the mix this year. Working closely with Magoo on Moto GP, he knows his motorcycles, and from the outset, he was like a child in a candy store.



ADAM THWAITES

The man behind the lens this year was Adam, or more affectionately known to his mates as 'Bowser'. With years of photography experience, he was perfect for the job, and it doesn't hurt he's easy to get on with either...



TONY HOCKLEY

Known to his closer mates as 'Skuzzy', Tony has been riding bikes for over 40 years and loves nothing more than touring for days on end. And his experience when it comes to riding is up there with the best...fast and smooth.



CLINT NEWBOULD

This is Clint's second Bike of the Year, and he's definitely a great addition to the team. Considering he's always building something, from bikes to race cars, he has a knowledge of engines that leaves most dumbfounded. And it doesn't hurt he's a former motocross racer who also owns a Ducati 851 and ZX6R...

TAKE OFF TO DAYTONA BIKE WEEK

Experience the thrill of the Daytona 200 from a private box and one of the USA's oldest established motorcycle rallies with Elite SET. On their annual Daytona tour you will ride from New Orleans hugging the spectacular Gulf of Mexico to the 'City of Speed' where just as the racers of old you can ride along the famous Daytona Beach.

Costs Included:

- BIKE HIRE
- BIKE INSURANCE
- ALL ACCOMMODATION
- HOTEL TRANSFERS

Optional extras:

You have the opportunity to commence your Daytona experience in Nashville and join Elite's party bus visiting the Jack Daniels distillery, Memphis and Elvis' Graceland mansion, world famous Beale St where Blues music rules as we head across USA to New Orleans and the world famous Bourbon St.



**BE AT
THE 75TH
ANNIVERSARY**

BOOKINGS FILLING IN FAST

THERE'S NOTHING LIKE BEING THERE!!!

See our website or call our 1300 number

PHONE: 1300 884 891 • www.eliteset.com.au



elite

SPECIAL
EVENT TOURS



LTR33-9T



YAMAHA

YZF-R1

The new R1 has come a long way since its inception in 1998. Sure it has always been a slick motorcycle, one that had strong appeal to those who liked riding on the edge, although it was never a motorcycle for the faint hearted. And as the years rolled on into the new millennia, the sports bike category became fiercely competitive, ever since then for Yamaha slowly falling behind. That was of course until now, with the release of the all new YZF-R1, and I think most who have ridden the new R1 would agree that the latest incarnation of Yamaha's superbike is close to perfect.

Released in the first quarter of the year, Yamaha raised the bar when they unveiled the new YZF-R1 to the public, and it has been

setting the pace for all to follow. With highly advanced electronics, almost identical to the system used on Valentino Rossi's M1, keeping this beast tame on the road is now much more achievable. All this is helped with the Skyhook technology, slide control, a progressive-tapering anti-wheelie system, front-lift control, Quickshifter, launch control and a linked ABS brake system, making the R1 safer on the street and sharper than a razor on the track.

The first impression when sitting on the R1 is just how small the motorcycle is, feeling

more like a 600 than a one-litre sports bike. That of course all changes once you flick on the ignition and it comes to life. And it's this slim design, massive weight reduction and improved chassis that make the R1 handle as if it were on rails.

The newly designed cross-plane crankshaft, which has an uneven firing sequence sits at the heart of the all-new 998 inline 4-cylinder engine, which is lighter, revs higher, and not only does it provide more torque than the previous motor, it also has a much smoother power delivery. And the sound of that engine is exhilarating, especially when you open its





lungs, quickly realising just how breathtakingly quick the new R1 is. Yet with all that usable power, it really does have a much more refined throttle response than previous models, even in the most aggressive of the four engine modes.

And a lot of this extra power has been achieved by a shorter bore-to-stroke ratio, larger airbox, and for the first time ever on a registered road bike, fracture split titanium conrods. Maximum output is 197bhp, and only weighing 199kg with a full tank of fuel, the power-to-weight ratio is fractionally higher than that of its main competitor, the S1000RR, another example of Yamaha raising the bar when it comes to the sports bike war. Add to that the complex electronics package and it's fair to say the R1 is arguably the most sophisticated production bike in the world.

Winning races is what this bike was made for, and it's doing just that with wins in the Suzuka 8hr, as well as Australian and British Superbike victories, all in the first year. I think it's fair to say the proof is in the pudding... **TW**

OVERALL RATING – 38.8/40



THE SPECS

ENGINE TYPE

LIQUID-COOLED, 4-STROKE, DOHC,
FORWARD-INCLINED PARALLEL
4-CYLINDER, 4-VALVES

DISPLACEMENT

998CC

BORE X STROKE

79.0 MM X 50.9 MM

COMPRESSION RATIO

13.0 : 1

MAXIMUM POWER

147.1 KW (200.0PS) @ 13,500 RPM

MAXIMUM TORQUE

112.4 NM (11.5 KG-M) @ 11,500 RPM

LUBRICATION SYSTEM

WET SUMP

CLUTCH TYPE

WET, MULTIPLE DISC

FUEL SYSTEM

FUEL INJECTION

IGNITION SYSTEM

TCI (DIGITAL)

STARTER SYSTEM

ELECTRIC

TRANSMISSION SYSTEM

CONSTANT MESH, 6-SPEED

FINAL TRANSMISSION

CHAIN

FRAME

ALUMINIUM DELTABOX

FRONT SUSPENSION SYSTEM

TELESCOPIC FORKS, Ø 43 MM

FRONT TRAVEL

120 MM

CASTER ANGLE

24°

TRAIL

102 MM

REAR SUSPENSION SYSTEM

SWINGARM, (LINK SUSPENSION)

REAR TRAVEL

120 MM

FRONT BRAKE

HYDRAULIC DUAL DISC, Ø 320 MM

REAR BRAKE

HYDRAULIC SINGLE DISC, Ø 220 MM

FRONT TYRE

120/70 ZR17M/C (58W)

REAR TYRE

190/55 ZR17M/C (75W)

OVERALL LENGTH

2,055 MM

OVERALL WIDTH

690 MM

OVERALL HEIGHT

1,150 MM

SEAT HEIGHT

855 MM

WHEEL BASE

1,405 MM

MINIMUM GROUND CLEARANCE

130 MM

WET WEIGHT (INCLUDING FULL OIL AND FUEL TANK)

199 KG

FUEL TANK CAPACITY

17 LITRES

OIL TANK CAPACITY

3.9 LITRES

PRICE

\$23,499

THE R1 HAS SUBLIME HANDLING AND FEELS SO LIGHT AND CONTROLLABLE THROUGH THE CORNERS. IT'S STABLE UNDER BRAKING AND IS TRULY A CUTTING EDGE ROAD-WEAPON – A GENUINE SUPERBIKE FOR THE STREET.
– ROB COLLIGAN





APRILIA TUONO V4 1100RR

The Tuono has always been one of Aprilia's popular models, and when the Italian firm announced some upgrades for their naked V4 for 2015, it was met with excitement and anticipation. Originally the plan was to bolt in the engine from the previous RSV4, which would have been a relative easy path to boosting performance, but instead they went in a completely different direction.

With slight tweaks to the chassis, a revised riding position, an update in electronics and a new 65-degree V4 engine which has increased bore from 78 to 81mm enlarging the capacity from 999 to 1077cc, this is one very serious motorcycle. But all out power and performance wasn't the main aim of the engineers this time around, with more emphasis placed on creating a smoother midrange output, and that's exactly what they achieved.

The fuelling is perfect providing a brilliant linear power delivery and with the reduction in weight from lightened crankcases, smaller and lighter piston pins and lighter Pankl conrods, it handles superbly through the corners and tight bends.

Although probably the most notable upgrade on the new Tuono is the electronics. One of its biggest assets is the fact that it always shared the electronic wizardry of the RSV4, which once again is the case. The APRC (Aprilia Performance Ride Control) system has been updated with a more powerful ECU and offers the choice of three engine maps, including a new Race setting which is more track-orientated with reduced engine braking. Of course it still features ATC traction control, adjustable via buttons on the left handlebar with eight settings in total, ALC – launch control, AWC – wheelie control and a Quickshifter.



The chassis also received a few slight changes with the aluminium twin-spar frame being modified to steepen the steering geometry as well as the swingarm being lengthened by 4mm. The Sachs suspension feels solid offering great feedback and stability, which also includes a steering damper, although the steering lock was a little tight at low speeds. It hauls up incredibly easily too with the 4-spot Brembo M432 calipers up front and twin spots on the rear.

All in all, Aprilia have once again excelled with the latest Tuono, and it won't be a surprise to see a lot more V4 1100 RR's on the road very soon... **TW**

THE SPECS

ENGINE TYPE

LIQUID-COOLED 65-DEGREE V4

VALVE ARRANGEMENT

DOHC, 16 VALVES

DISPLACEMENT

999CC

BORE X STROKE

81 X 52.3MM

COMPRESSION RATIO

13:1

FUELLING

MARELLI INJECTION, 48MM THROTTLE BODIES

CLUTCH

WET MULTIPLATE SLIPPER

TRANSMISSION

6-SPEED CASSETTE, CHAIN FINAL

MAXIMUM POWER

175BHP @ 11,000RPM

MAXIMUM TORQUE

121NM @ 9000RPM

FRONT SUSPENSION

43MM SACHS UPSIDE-DOWN TELESCOPIC FORK, 110MM TRAVEL, ADJUSTMENTS FOR PRELOAD, COMPRESSION AND REBOUND DAMPING

REAR SUSPENSION

SACHS MONOSHOCK, 130MM WHEEL TRAVEL, ADJUSTMENTS FOR PRELOAD, HIGH- AND LOW-SPEED COMPRESSION PLUS REBOUND DAMPING

FRONT BRAKE

2, FOUR-PISTON BREMBO MONOBLOC RADIAL CALIPERS, 320MM DISCS WITH ABS

REAR BRAKE

TWIN-PISTON BREMBO CALIPER, 220MM DISC WITH ABS

FRONT WHEEL

3.50 X 17IN; CAST ALUMINIUM

REAR WHEEL

6.00 X 17IN; CAST ALUMINIUM

FRONT TYRE

120/70 X 17IN PIRELLI DIABLO ROSSO CORSA

REAR TYRE

190/55 X 17IN PIRELLI DIABLO ROSSO CORSA

RAKE/TRAIL

24.7 DEGREES/99.7MM

WHEELBASE

1424MM

SEAT HEIGHT

825MM

FUEL CAPACITY

18.5 LITRES

WEIGHT

184KG (WITHOUT OIL OR BATTERY)



**THIS V4 ENGINE IS
SIMPLY A GEM WITH
GOBS OF POWER
EVERYWHERE AND
THE INDUCTION NOISE
WHEN YOU SPANK ITS
ARSE IS COMPLETELY
ADDICTIVE!
- TONY HOCKLEY**



OVERALL RATING - 37.7/40

2015 BIKE OF THE YEAR

Made possible by



KAWASAKI H2 NINJA



It had been on the drawing board for some time, but even after the hype and rumours, nobody was prepared for such a motorcycle like the H2 Ninja. With an all new 998cc powerplant and the beating heart of that supercharger, the best way to approach the new H2 Ninja is to get the book on fast, high performance motorcycles and rip out all the pages, because Kawasaki just changed everything.

Every single judge commented that the H2 accelerated like no other bike they had ridden on the road before. It can catch you out at tight low speed corners with the throttle being so responsive, but to be honest, it's not really the bike's natural hunting ground. For smooth and precise shifting, a dog-ring type transmission has been fitted, which is commonly found on machines in Moto GP and even Formula One, made even better with feedback provided by the Kawasaki Racing Team. Compared to a standard transmission,

in which the shift forks slide the gears into position, with a dog-ring transmission all the gears stay in place, and only the dog-rings move sliding into position to engage the appropriate gear. Because the dog rings are so much lighter than transmission gears, it provides a much lighter and shorter shift.

With an effort to keep heat down generated by the Supercharger, the pistons are cast rather than forged and have flat tops to reduce compression. It isn't just your run of the mill supercharger either, being specially designed by the engineers at Kawasaki. The chassis is also an entire new item for Kawasaki, with the steel tubes being different dimensions and laser cut to ensure accuracy. By going with this set-up opposed to the usual aluminium beam layout, it allows for a little flex, improving handling and stability even more.

With the intention of building a motorcycle like the H2, Kawasaki knew it wouldn't be achieved by modifying one of

their already existing models, which is why they were committed to building something from a clean slate. It needed to deliver mind blowing acceleration, an unrivalled high-top speed all accompanied with supersport handling and ultimate corner stability. Most of the judges agree that Kawasaki have definitely achieved what they set out to with the H2 Ninja, a motorcycle full.

Something else Kawasaki spent a lot of time on was the design of the H2, creating a bodywork that would not only look striking in appearance, but to also both minimise drag and add control at high speed. This is where the assistance from Kawasaki's Aerospace Company was enlisted, to create the aerodynamic design. of tech and high quality components, including the special 'River Mark' badge on the nosecone; a testament to Kawasaki's investment. If you want bang for your buck, this is definitely the beast that will do it! **TW**

QBE 2015 BIKE OF THE YEAR



THE H2 IS A NEW NICHE; A HIGH QUALITY SUPERCHARGED MOTORCYCLE BUILT TO THRILL...AND IT SUCCEEDS!
– STEVE MARTIN



THE SPECS

ENGINE TYPE

LIQUID-COOLED TRANSVERSE FOUR

VALVE ARRANGEMENT

DOHC, 16 VALVES

DISPLACEMENT

998CC

BORE X STROKE

76 X 55MM

COMPRESSION RATIO

8.5:1

FUELLING

FUEL-INJECTION WITH 50MM THROTTLE BODIES AND KAWASAKI SUPERCHARGER

MAXIMUM POWER

197BHP/200PS (147KW) @ 11,000RPM (207BHP WITH RAM-AIR)

MAXIMUM TORQUE

133.5N.M @ 10,500RPM

CLUTCH

WET MULTIPLATE SLIPPER

TRANSMISSION

6-SPEED WITH QUICK-SHIFT

FRONT SUSPENSION

43MM KYB USD TELESCOPIC, 120MM SPRING TRAVEL, ADJUSTMENT OF PRELOAD, COMPRESSION AND REBOUND DAMPING

REAR SUSPENSION

SINGLE SHOCK, 135MM WHEEL TRAVEL, ADJUSTMENT OF PRELOAD, HIGH AND LOW-SPEED COMPRESSION AND REBOUND DAMPING

FRONT BRAKE

2, BREMBO RADIAL FOUR-PISTON CALIPERS, 330MM DISCS WITH ABS

REAR BRAKE

TWIN-PISTON CALIPER, 250MM DISC WITH ABS

FRONT TYRE

120/70 X 17IN BRIDGESTONE BATTLAX RS10FG

REAR TYRE

200/55 X 17IN BATTLAX RS10FG

RAKE/TRAIL

24.5 DEGREES/103MM

WHEELBASE

1450MM

SEAT HEIGHT

825MM

FUEL CAPACITY

17 LITRES

WEIGHT

238KG WET

OVERALL RATING – 39/40

2015 BIKE OF THE YEAR

Made possible by



QBE 2015 BIKE OF THE YEAR



2015 BIKE OF THE YEAR

Made possible by
 QBE

DRAGGIN®

THE ORIGINAL WITH PROVEN SAFETY



SERIOUSLY SCIENTIFIC LINING

ROOMOTO™ LINING puts a unique knit of the WORLD'S TOUGHEST FIBRES between you and the road, doubly protecting your hide from surface damage



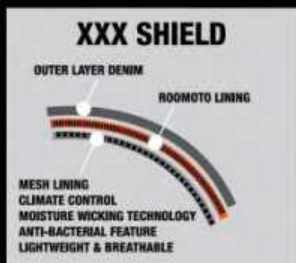
First and only genuine DuPont™ Kevlar® Licensee

DIFFUSE

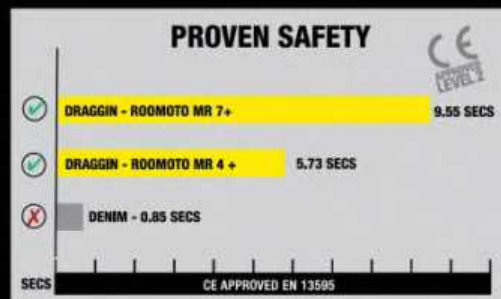


Dedicated pockets for knee and hip
DIFFUSE CE Armour impact protection

DRAGGIN TRIPLE PROTECTION SHIELD



THE LAB RESULTS



TOUGHER THAN A ROO'S HIDE

ROOMOTO™ LINING puts a knitted mesh of combat-ready material made from the world's toughest fibres, between you and the road. Half the weight and double the strength compared to other jeans. Our jeans offer comfort, style and protection. Roomoto is the only protective lining material designed specifically for motorcycle riders.



dragginjeans.net

KTM 1290 SUPER ADVENTURE



KTM have taken what could have arguably been the best big bore adventure bike in the world and made it even better. The 1290 Super Adventure may seem a little bulkier than the 1190 when you first sit on it, mainly due to the larger tank, heavier crank an additional crash-bars and cornering lights, but all that size melts away as soon as you're on the move. And with that larger tank, which now holds 30-litres compared to the 23-litres of the 1190, and is also wide enough to offer extra leg protection, touring is definitely what the 1290 was designed for.

Another important feature is the adjustable seat height from 860-875mm, making it accessible for riders of various statures. The screen is also adjustable, and can also be done on the move, although many of the riders complained about it creating quite a lot of wind

buffeting no matter what position it was in. The switchblock can be a little difficult to initially decipher, but once you get more accustomed to using it, there isn't a problem. And with typical KTM quality in design, the 1290 still feels like a dirt bike regardless of its larger size.

With the 1301cc 75-degree liquid cooled V-twin from the Super Duke, it's not a surprise that the 1290 has got some serious punch. When you snap open the throttle, acceleration is explosive, and it doesn't run out of steam for some time. It has been de-tuned by 20bhp via reshaped combustion chambers and smaller intakes, but it still boasts an impressive 160bhp at 8,750rpm. It's also a lot smoother at low-revs due to the 2kg heavier crankshaft as well as giving it a taller top gear, which is perfect for touring. Once again it has four riding modes, Sport for total performance, Street for a slightly refined power delivery,

Rain which reduces the power output to 100bhp along with earlier traction control intervention and of course Off-Road, which also reduces the power output to 100bhp but allows for controlled sliding.

The chassis is based on the same tubular steel frame as the 1190, and also features an aluminium swing arm, but the Super Adventure takes it another step further with KTM's first ever semi-active suspension system. And the WP rear shock along with the 48mm forks feature push-button adjustability via the four settings (Sport, Street, Comfort and Off-Road), which aren't linked to the riding modes. It was great to be able to simply change the settings at the push of a button, which can only be done while the engine is running so it can power the electric pump. All in all, the handling of the KTM thanks to the new suspension set-up is even better than its predecessors.



Like the 1190, there are once again several levels of traction control available to choose from while the powerful combination of four-pot radial Brembo calipers and 320mm discs at the front with the Bosch cornering ABS system, braking feels smooth and keeps the bike settled when you start to light the wick a little more. Off-road the 1290 will go just about anywhere you point it, and with sixth gear being very much an overdrive, touring the highways is just another strong capability of the new addition to KTM's Adventure range, illustrating the fact that it's a go-anywhere tourer. **TW**



**SURPRISINGLY
QUICK ON
MOUNTAIN
ROADS AND A
LOT OF FUN
CATCHING OUT
SPORTS BIKE RIDERS.
- KEVIN MAGEE**



THE SPECS

ENGINE TYPE

LIQUID-COOLED 75-DEGREE
V-TWIN

VALVE ARRANGEMENT

DOHC, 8 VALVES

DISPLACEMENT

1301CC

BORE X STROKE

108 X 71MM

COMPRESSION RATIO

13.2:1

FUELLING

KEIHIN DIGITAL FUEL-INJECTION

CLUTCH

WET MULTIPLATE SLIPPER

TRANSMISSION

6-SPEED

MAXIMUM POWER

160BHP @ 8750RPM

MAXIMUM TORQUE

140NM @ 6750RPM

FRONT SUSPENSION

48MM WP UPSIDE-DOWN
TELESCOPIC FORK, 200MM TRAVEL,
SEMI-ACTIVE WITH FOUR MODES
AND ADJUSTABLE PRELOAD

REAR SUSPENSION

WP SINGLE SHOCK, 200MM SPRING
TRAVEL, SEMI-ACTIVE WITH FOUR
MODES AND ADJUSTABLE PRELOAD

FRONT BRAKE

2, FOUR-PISTON BREMBO RADIAL
CALIPERS, 320MM DISCS WITH
SWITCHABLE CORNERING ABS

REAR BRAKE

TWIN-PISTON BREMBO CALIPER,
267MM DISC WITH SWITCHABLE
CORNERING ABS

FRONT WHEEL

3.50 X 19IN WIRE SPOKED

REAR WHEEL

5.00 X 17IN WIRE SPOKED

FRONT TYRE

120/70 X 19IN CONTINENTAL TRAIL
ATTACK 2

REAR TYRE

170/60 X 17IN CONTINENTAL TRAIL
ATTACK 2

RAKE/TRAIL

26 DEGREES/120MM

WHEELBASE

1650MM

SEAT HEIGHT

860/875MM

FUEL CAPACITY

30 LITRES

WEIGHT

229KG WITHOUT FUEL

OVERALL RATING - 37.2/40

MOTO GUZZI V7 II STONE



It was back in 1967 when the Moto Guzzi V7 was first released to the world, which remarkably was the first large capacity Italian motorcycle. It played a large role in breaking the mould for motorcycle culture, and would remain one of their popular models for years to come. Well, the new V7 II Stone is once again paving the way in the resurgence of retro/modern motorcycles, and it's great to see Moto Guzzi have remained true to the original heritage and style of the

earlier models with touches like the single colour paint schemes, with the matte colours enhancing the chrome plating which again reminds you of the V7s from yesteryear. Updated are the brakes (ABS), and lightweight, alloy wheels which really make it jump out of the whole V7II range.

The power delivery from that 750cc, 90-degree V-Twin motor is smooth and torquey, and while Guzzi have retained their trademark transverse 90° V-twin configuration,

the V7II's engine contains over 70% new components which have improved functionality with more useable torque and horsepower, even at low rpms. An added benefit is the V7 now being more efficient, with better fuel economy and reduced emissions.

This rebirth of their classic V7 now includes a six-speed close ratio gearbox increasing its versatility for the open road plus to make it more comfortable for riders of most heights Moto Guzzi have tilted the engine forward by 4-degrees essentially creating 3 centimetres more leg room. Added to this the foot pegs have been lowered to accommodate tall riders while the seat has been lowered to 790mm for those of shorter stature. The lower centre of gravity further enhances the already impressive agility of the motorcycle. Yes, the V7 II Stone is sure to suit any motorcyclist.

The V7 II range has also received a major upgrade when it comes to safety, especially in the form of the new ABS braking system and the MGCT (Moto Guzzi Contollo Trazione), technology passed down from the California 1400, which basically adapts to the bike's speed, springing into action based on the difference in speed between the front and rear wheels.

All of these little improvements have made for a great motorcycle that will be happy around town and far from left behind on the open road. **TW**





THE SPECS

ENGINE TYPE

90° V-TWIN ENGINE, 4 STROKE. OHV,
2 VALVES PER CYLINDER

COOLING

AIR COOLED

ENGINE CAPACITY

744 CC

BORE & STROKE

80 X 74 MM

COMPRESSION RATIO

10.5:1

TIMING SYSTEM DIAGRAM

INTAKE VALVE OPENS 18° BTDC

INTAKE VALVE CLOSSES 50° ABDC

EXHAUST VALVE OPENS 53° BBDC

EXHAUST VALVE CLOSSES 15° ATDC

MAX. POWER

37 KW (50HP) AT 6,200 RPM

MAX. TORQUE

60 NM AT 2,800 RPM

FUEL SUPPLY

MAGNETI MARELLI MIU G3 ECU
WITH INTEGRATED 38 MM SINGLE
THROTTLE BODY, INTEGRATED
TRACTION CONTROL

EXHAUST SYSTEM

TWO INTO TWO WITH BALANCE PIPE,
THREE WAY CATALYTIC CONVERTER,
TWIN LAMBDA PROBE

EMISSION STANDARD

EURO 3

GEARBOX

6 SPEED

GEAR RATIOS

1ST 14/37 = 2.642:1

2ND 18/32 = 1.777:1

3RD 21/28 = 1.333:1

4TH 24/26 = 1.083:1

5TH 25/24 = 0.96:1

6TH 27/24 = 0.888:1

PRIMARY DRIVE

HELICAL GEAR SET, RATIO:

18/23 = 1.277:1

FINAL DRIVE

HYPOID GEAR SET, RATIO:

8/33 = 4.125:1

FRAME

DOUBLE CRADLE STEEL TUBULAR FRAME

WHEELBASE

1449 MM

TRAIL

138 MM

RAKE

27°50'

FRONT SUSPENSION

40 MM FORK WITH HYDRAULIC
DAMPING

FRONT WHEEL TRAVEL

130 MM

REAR SUSPENSION

CAST ALLOY SWINGARM, TWIN SHOCKS
WITH ADJUSTABLE SPRING PRELOAD

REAR WHEEL TRAVEL

100 MM

FRONT BRAKE

SINGLE Ø 320 MM STAINLESS STEEL
DISC, BREMBO RADIAL MOUNTED 4
SPOT CALLIPER

REAR BRAKE

260 MM STAINLESS STEEL DISC,
BREMBO 2 SPOT FLOATING CALLIPER

ABS

CONTINENTAL TWO CHANNEL ABS

WHEELS

ALUMINIUM ALLOY

FRONT TYRE

100/90 - 18

REAR TYRE

130/80 - 17

ELECTRICAL SYSTEM SYSTEM

VOLTAGE

12V

BATTERY

12V - 12AH

ALTERNATOR

12V - 270W

DIMENSIONS

LENGTH

2185 MM

WIDTH

800 MM

HEIGHT

1115 MM

SADDLE HEIGHT

790 MM

MIN. GROUND CLEARANCE

174 MM

KERB WEIGHT

198 KG

DRY WEIGHT

177 KG

FUEL TANK CAPACITY

21 LITRES

RESERVE

4 LITRES

**IT'S SIMPLY AN
UNCOMPLICATED
MOTORCYCLE BUILT
WITH QUALITY AND
A FINE ATTENTION
TO DETAIL; A PURE
PLEASURE TO RIDE.
- KEVIN MAGEE**

OVERALL RATING - 36.8/40

VICTORY MAGNUM



In the United States, custom touring bikes have become big business over the past couple of years, which Victory Motorcycles have been well aware of, and to make inroads into this market they developed the Magnum; a customised tourer.

Using their acclaimed Cross Country as a base for the Magnum, Victory have added custom features such as an improved stereo system, lower rear suspension, Ape-hanger type handlebars, a shorter screen and have fitted a 21" front wheel giving it the largest stock front wheel of the bikes available in the Touring genre. And let's not forget the flash paint job - also a standard feature.

As with all bikes in the Victory range, the drive unit is their tried and true 106ci, 50° V-twin that features single overhead camshafts driven by self-adjusting cam-chains. As with most motorcycles in today's market, fuel delivery is via EFI which is operated by throttle cables with the motor developing its peak horsepower (88-bhp, 66kw) at 4,750rpm with its peak torque (143nm)

available at 2,750rpm. The drive train is via a gear driven primary feeding a 6-speed constant mesh gearbox with the final gear being an overdrive.

The frame on the Magnum is shared with the Cross Country and is a two-piece sand cast aluminium item that also features the engine as a stressed member despite the use of a front cradle. The rear of the frame bolts underneath the rider's perch. The suspension is as close as you can get to a sports tourer with an inverted 45mm front end offering 130mm of travel while at the rear is a constant rate air adjustable single mono-tube shock that offers 120mm of travel.

For a motorcycle company that has only been in production since 1998, Victory have proved themselves not to be a fly-by-night operation and with a parent company the size of Polaris Industries, their survival is assured. They have already made big inroads into the cruiser market in America and are just as hungry to rock the cruiser and touring markets here in Australia. **TW**

THE SPECS

DRY WEIGHT

761 LBS / 345 KG

DISPLACEMENT

106 CI / 1731 CC

OIL CAPACITY

5.0 QTS / 4.73 LTR ENGINE &

BATTERY

12 VOLTS / 18 AMP HOURS

CHARGING SYSTEM

48 AMPS MAX OUTPUT

COMPRESSION RATIO

9.4 : 1

COOLING

AIR / OIL

DRIVE/DRIVEN CLUTCH

WET, MULTI-PLATE

EXHAUST

SPLIT DUAL EXHAUST WITH CROSSOVER

FUEL SYSTEM

ELECTRONIC FUEL INJECTION WITH DUAL 45MM THROTTLE BODY

TRANSMISSION/FINAL DRIVE

CARBON FIBER REINFORCED BELT

TRANSMISSION/PRIMARY DRIVE

GEAR DRIVE WITH TORQUE

COMPENSATOR

TRANSMISSION TYPE

6-SPEED OVERDRIVE CONSTANT MESH

VALVE TRAIN

SINGLE OVERHEAD CAMSHAFTS WITH 4 VALVES PER CYLINDER, SELF-ADJUSTING CAM CHAINS, HYDRAULIC LIFTERS

BORE X STROKE (MM)

101 X 108 MM

ENGINE TYPE

4-STROKE 50° V-TWIN SUSPENSION

FRONT SUSPENSION

INVERTED CARTRIDGE TELESCOPIC FORK, 43 MM DIAMETER, 5.1 IN / 130 MM TRAVEL

REAR SUSPENSION

SINGLE, MONO-TUBE GAS, CAST ALUMINUM WITH CONSTANT RATE LINKAGE, 4.7 IN / 120 MM TRAVEL, AIR ADJUSTABLE

BRAKE SYSTEM TYPE

CONVENTIONAL W/ ABS

FRONT BRAKES

DUAL 300MM FLOATING ROTOR WITH 4-PISTON CALIPERS

REAR BRAKES

300MM FLOATING ROTOR WITH

2-PISTON CALIPER TYRES / FRONT TYRES

120/70R21 DUNLOP ELITE 3

FRONT WHEEL

21 X 3.5"

REAR TYRES

180/60R16 DUNLOP ELITE 3

REAR WHEEL

16 X 5.0" DIMENSIONS

FUEL CAPACITY (LITRES)

5.8 GAL / 22 LTR

GVWR

1310 LBS / 594 KG

GROUND CLEARANCE

5.8 IN / 148 MM

RAKE/TRAIL

29.0° / 5.6 IN / 142 MM

SEAT HEIGHT

25.7 IN / 653 MM

WHEELBASE

65.7 IN / 1670 MM

OVERALL LENGTH (IN./MM.)

104.3 IN / 2650 MM

OVERALL RATING – 36/40

IF YOU WANT TO DO SOME SERIOUS TOURING IN COMFORT, THE MAGNUM IS DEFINITELY THE WORKHORSE FOR THE JOB. – MILES RANGELEY



2015 BIKE OF THE YEAR

Made possible by



QBE 2015 BIKE OF THE YEAR



A big thanks goes to PBMT Motorcycle Transport and the company's owner Paul Barker, who worked tirelessly transporting the extra bikes to the locations in advance.



2015 BIKE OF THE YEAR

Made possible by
 QBE

showandgo.com.au

Australian
Distributors
of Keihin and
Carrillo

PERFORMANCE CARBURETTORS, CONRODS, EXHAUSTS & AIR FILTERS

TO SUIT: Honda, Kawasaki, Yamaha, Suzuki, Ducati,
Moto Guzzi, Triumph, Harley Davidson & BMW

CR SPECIAL RACING CARBURETTOR



Sizes available in Single, Duals & Inline 4 26, 29, 31, 33, 35, 37 & 39
Legend carburettor for the high performance motorcycle world.

FLAT-CR RACING CARBURETTOR



FCR DOWNDRAFT INLINE 4
FCR DOWNDRAFT SINGLE

Sizes available 28, 32, 33, 35, 39, 41, DR 350 XR
The carburettor no one can exceed
Keihin was asked by the top racing teams to design state of the art carburettors for their factory Super Bike racing machines. The FCR carburettors are the result of that request. Along with the highest level of technology available, the FCRs have proven their advantage with race wins around the world.

PJ & PE CARBURETTORS



Sizes available 34 and 38
The best selling carburettor for two stroke engines
The PJ carburettor has proven itself in the dirt bike market with its unique oval slide valve. The oval slide enables the engine to respond much quicker than with a conventional round slide carburettor. You benefit with faster acceleration and improved performance.
PE carburettors that satisfy millions of people
With a wide selection of venturi sizes between 20mm and 38mm, you are able to custom match your performance requirements.

PWK & PWM CARBURETTORS



Sizes available 28, 33, 35, 38, 39, 41
Producing power without compromise
The motocross world knows PWK. Keihin PWK carburettors are the dominant carb on the factory motocross machines. Because of their great performance they come stock on a lot of the leading brand bikes. With these features you can take advantage of Keihin's superior performance.

CARRILLO
The Choice Connection

K&N
PERFORMANCE FILTERS

KEIHING
RACING CARBURETTORS
CARBURETTORS
Full range of spares including jets & needles.
Catalogue Price \$11 - Supertrapp Catalogue \$18

SUPERTRAPP
MOTORCYCLE & AUTOMOTIVE

Australian Distributor of Keihin & Carrillo

SECOND HAND PARTS

SHOW AND GO HAVE A VAST SELECTION OF MOTORCYCLE SPARES INCLUDING ENGINE SPARE PARTS.

We also sell complete running engines. **SO WHY BUY NEW IF GOOD SECOND-HAND SPARES ARE AVAILABLE!**
Motorcycle engines are also broken down for parts.

With over 30 years of wrecking motorcycles, we are bound to have that hard to find second-hand motorcycle spare part.

When it comes to motorcycle wrecking, **Show and Go are the experts.** Our experienced staff are up to date with all areas of wrecking motorcycles and associated second-hand spare parts.

With damaged motorcycles being bought for wrecking on a weekly basis, our stock levels are always high — great for our customers, who need quality second-hand spare parts.

Show and Go dismantle and part out early to current model road and trail motorcycles, scooters and quad bikes; Japanese, European, Korean and British (late model) motorcycles are always being dismantled.

Can't find what you are looking for? Send us an email with a description and we will look for you!

HIRE & RENTAL

BOATS

What better way to spend some of your free time than fishing?
We have three boat sizes for hire.
Great day out with the family or your mates. Boat license required.

GOLF CAR

Need a golf car to hire?
Maybe a large corporate golf day?
We have 2 and 4 seater golf cars available for short or long term hire. Specialising in supplying Golf Cars to major functions around Australia.

MOTORCYCLES

Show and Go have a great selection of motorcycles for rent or hire.
Sports, touring, cruiser and road trail motorcycles.
The Adelaide hills offer some of the best winding roads in Australia. Magnificent coastal roads with

stunning views.

Explore the Barossa Valley to the north, then Victor Harbor to the south. The Flinders Ranges are spectacular all year round. What better way to see Adelaide and South Australia?

SCOOTER

Great way to spend a weekend, buzzing around town on a zippy 50cc scooter. So much fun and so easy to ride.



SHOW & GO MOTORCYCLES

236 Brighton Road Somerton Park S.A 5044 — Ph: (08) 8376 0333 Fax: (08) 8376 1334
showandgo@showandgo.com.au — C.O.D. Australia Wide & NZ All Major Credit Cards Accepted



SUZUKI

GSX-S1000

Suzuki may have been quiet over the past couple of years in regards to releasing new sports bikes, but the new naked GSX-S1000 has more than marked their return to the market. Inheriting the genuine engine and main components of the ever popular GSX-R1000, it's definitely a thrilling machine to ride. It's small, nimble and light, which equates to great handling and with the street-tuned four stroke DOHC 999cc inline-four motor from the 2005-2008 GSX-R1000, it drives out of the corners with satisfying urge.

The long-stroke design with a 73.4mm bore and 59.0mm stroke allows for compact combustion chambers in turn offering optimal compression ratio and a linear power curve throughout the entire rev range. The GSX-S has also been given

a revamped injection system with dual throttle valves, while the new four-into-two-into-one exhaust system and redesigned airbox keeps it all breathing large volumes of air resulting in 144bhp at 10,000rpm. New cam profiles also optimise the valve timing to smooth out the power delivery, which is perfect for either riding around town or belting along a country road.

The Traction Control system is quite complex, yet very easy to use. With five sensors (front and rear wheel speeds, and throttle, crankshaft and gear position), there are three different settings which can be easily adjustable via a button on the left hand bar. More weight is saved with the cast-aluminium wheels and the six spoke design which not only adds to the precise handling, but also adds to the

sporty appearance of the GSX-S. And when the need arises to stop in a hurry, that's where the top quality radial Brembo monobloc calipers come to the party, the same set up as the 2014 GSX-R1000. The calipers each have four opposed 32mm pistons biting on a 310mm floating-mount disc, and of course it also features ABS.

Riding the Suzuki's new naked is great, carving through the corners with ease, all the while feeling sturdy and very controllable. This has much to do with the new twin-spar aluminium frame, which is lighter than the GSX-Rs, even though it has the same swingarm. Less aggressive geometry creates a little more comfort with a rake of 25-degrees and a 100mm of trail. It also has a slightly longer wheelbase at 1460mm, all resulting in a smooth feel and sublime handling.

The KYB suspension is sufficient enough with fully-adjustable 43mm forks and a rear shock which is adjustable for pre-load and rebound damping only. It may not be the top of the line suspension, but it felt rock solid and has helped in keeping the costs down compared to some of their competitors utilising semi-active suspension.

The new Suzuki GSX-S has been designed to look wild and aggressive with its overall shape evoking a crouching beast, made even more apparent with the LED lights being positioned to represent fangs. Add to this the combination of black plastics and painted components, and you can definitely see its sporty personality.

Sure it may not have the top end of the GSX-R, but it definitely makes up for it in the mid-range, and has a sensational induction roar... **TW**

THE SPECS

ENGINE

LIQUID-COOLED, 999CC, DOHC, INLINE-FOUR

BORE X STROKE

73.4 MM X 59.0MM

COMPRESSION RATIO

12.2:1

FUEL SYSTEM

SUZUKI FUEL INJECTION

STARTER

ELECTRIC

LUBRICATION

WET SUMP

TRANSMISSION

SIX-SPEED, CONSTANT-MESH

FINAL DRIVE

O-RING TYPE, SEALED DRIVE CHAIN

FRONT SUSPENSION

INVERTED FORK, COIL SPRING, OIL DAMPED

REAR SUSPENSION

LINK TYPE, COIL SPRING, OIL DAMPED

FRONT BRAKES

BREMBO FOUR-PISTON DISC BRAKES, TWIN ROTORS

REAR BRAKE

DISC BRAKE, SINGLE ROTOR

FRONT TIRE

120/70ZR-17 (58W) TUBELESS

REAR TIRE

190/50ZR-17 (73W) TUBELESS

FUEL TANK CAPACITY

17-LITRES

COLOURS

METALLIC TRITON BLUE, METALLIC

MATTE FIBROIN GRAY

IGNITION

ELECTRONIC IGNITION (TRANSISTORIZED)

HEADLIGHT

12V 60/55W (H4)

TAILLIGHT

LED

WHEELBASE

1460MM

GROUND CLEARANCE

5.5 IN.

SEAT HEIGHT

810MM

CLAIMED CURB WEIGHT

206KG

OVERALL RATING – 36.8/40

IT'S FUN TO RIDE AND BEING SO LIGHT AND MANOEUVRABLE IT FEELS JUST LIKE A 600. AND THERE'S PLENTY OF POWER ONCE THE REVS INCREASE. – STEVE DOUST





TRIUMPH **TIGER 800 XCx**

Triumph have always enjoyed successful sales with their Tiger model range, and it's not hard to see why, especially the new XCx Tiger 800. Taking the already good Tiger XC, they've morphed it into the outstanding 800 XCx. It's clear from the outset of throwing a leg over the XCx its well equipped for going off-road, with not only its tubular steel engine bars and aluminium bash-plate, but the WP suspension which offers plenty of travel – 200mm at the front and 215mm for the rear.

Of course it's quite a tall bike, but with an adjustable seat height between 840 - 860mm, it's still quite manageable, regardless of one's height. Weighing in at 221kg, it's a little heavier than the previous model, but still slightly lighter than some of the

larger-capacity adventure bikes. And the three-cylinder motor just wants to go all day, providing enough torque for either taking on more challenging terrain or just cruising on the highway for hours on end.

The instrument panel has also been updated, offering a plethora of information for the rider and the cruise control system was easy to engage making the ride even more effortless. And when it comes to handling, it felt firm and planted, with a few of the riders attesting to how good it felt off-road. Magee did mention when he was punting it through the back of Gingers Creek that the front was dipping slightly under braking and the rear was squatting a little under hard acceleration. Easily adjusted though at the next stop via the WP unit's knobs located at the top of each leg, which can be done by hand.

The screen isn't adjustable which was a little surprising, but after each rider rode it for the first time – all varying in height of course - there were no complaints from anyone all seemingly enjoying a turbulence-free ride. The handguards were also a welcomed addition, especially considering how cold it was on the second morning heading out of Gloucester. There's also the added benefit of two 12V sockets, which is perfect for heated gear if you or your pillion are that way inclined. It also features four engine modes, including one programmable map to customise.

This is of course the top of the Tiger model range, and by investing a little more, it's probably the best value out of them all, providing you ride it the way its design intended, off-road with no particular destination in mind... **TW**

QBE 2015 BIKE OF THE YEAR



THE TIGER HANDLED PERFECTLY ON THE ROAD AND THROUGH THE BUSH - AND BEING SO EASY TO RIDE, IT'S PERFECT FOR NOVICE RIDERS WHO DON'T MIND THE OPTION OF A LITTLE ADVENTURE RIDING! - CLINT NEWBOULD



THE SPECS

ENGINE TYPE

LIQUID-COOLED TRANSVERSE TRIPLE

VALVE ARRANGEMENT

DOHC, 12 VALVES

DISPLACEMENT

799CC

BORE X STROKE

74 X 61.9MM

COMPRESSION RATIO

11.1:1

CARBURATION

DIGITAL FUEL-INJECTION

MAXIMUM POWER

94BHP @ 9250RPM

MAXIMUM TORQUE

79N.M @ 7850RPM

CLUTCH

WET MULTIPLATE

TRANSMISSION

6-SPEED

FRONT SUSPENSION

43MM TELESCOPIC USD WP, 220MM TRAVEL, ADJUSTMENT FOR COMPRESSION AND REBOUND DAMPING

REAR SUSPENSION

WP MONOSHOCK, 215MM WHEEL TRAVEL, ADJUSTMENTS FOR PRELOAD AND REBOUND DAMPING

FRONT BRAKE

2, TWIN-PISTON NISSIN CALIPERS, 308MM DISCS WITH ABS

REAR BRAKE

SINGLE-PISTON NISSIN CALIPER, 255MM DISC WITH ABS

FRONT WHEEL

2.50 X 19IN [21IN]; CAST ALUMINIUM - WIRE SPOKED

REAR WHEEL

4.25 X 17IN; CAST ALUMINIUM - WIRE SPOKED

FRONT TYRE

90/90 X 21IN BRIDGESTONE BATTLEWING

REAR TYRE

150/70 X 17IN BRIDGESTONE BATTLEWING

RAKE/TRAIL

23.1 DEGREES/91.1MM

WHEELBASE

1568MM

SEAT HEIGHT

840/860MM

FUEL CAPACITY

19 LITRES

WET WEIGHT

221KG

OVERALL RATING - 37/40



2015 BIKE OF THE YEAR

Made possible by



MV AGUSTA

TURISMO

VELOCE 800



It may be hard to believe, but this is MV's first ever sports-tourer, and marks the start of the Italian's firm plans for further expansion in their new venture. I suppose you could argue its better late than never, and let's just say the new member of the MV Agusta family was quick to impress the test riders on their very first ride.

With the 798cc, dohc three-cylinder motor and a steel tubular frame with aluminium sections, it shares similarities with MV's existing triples, but it's clear the design brief was drastically different from any of their current line-up of models. With a half-fairing and adjustable screen and a more upright riding position, much more emphasis was placed on practicality and comfort for long distances rather than flat out performance, something they're historically renowned for.

Having said that, in regards to the power stakes, the Veloce 800 is no slouch and still pumps out a respectable 110bhp with a weight of only 191kg dry. At the centre of MV Agusta's new sports tourer is the next generation of their 798cc three-cylinder motor, now featuring lighter pistons and a hydraulic tensioner for the cam chain along with specific cam profiles and a new inlet manifold and airbox. And the Veloce 800's forte would have to be its impressive torque curve, producing smooth power in bucket loads through the entire power curve. With ride-by-wire throttle the low to mid-range is smooth and fuelling was perfect too. Like earlier MV Agusta models, it comes with a choice of engine maps, three pre-set which are Rain, Touring and Sport with a fourth one customisable.



QBE 2015 BIKE OF THE YEAR



Something else that differs the Turismo from the previous triples is the frame. Now although it still shares the main frame like its predecessors, the Turismo has its own rear sub-frame made from two aluminium pieces. And the new Veloce 800 also looks incredibly thin and lean which is achieved by the slim panniers and sharply shaped seat design, which is quite high at 850mm and can seem a little daunting at first if you're not very tall, but once the bike is rolling, the rider's perch is perfect with an easy reach to the bars and a comfortable upright seating position. Although what is confusing is that the panniers are an accessory, which is what most new customers will fit anyway, so it seems to defeat the purpose that a bike which was predominately designed around the bags initially, aren't even a standard feature.

Handling is quite agile too with such sporty geometry, short wheelbase and light weight, helped even further with the wide 900mm bars. The suspension felt quite sturdy, with both ends providing ample amounts of travel with 160mm from the fully adjustable 43mm Marzocchi forks at the front and 165mm from the Sachs shock on the rear, all contributing to a very smooth ride.

Cruise control was easy to set and just as easy to operate from the switchgear and the small little compartments in the front side of the fairing were handy for small items, just as handy as the built-in Bluetooth set-up and the two USB and two 12V power sockets. All this is run from quite a sophisticated electronics package which also includes eight level traction control, Bosch ABS 9-plus which includes rear lift mitigation, Quickshifter (up/down), four engine maps as previously mentioned and heated grips.

For a company that have never really been conservative, the trend continues with the new Turismo Veloce 800, and is definitely a great introduction for MV Agusta into the sports-tourer market, one that is sure to make a strong initial impact, especially after we see a few more on the roads. **TW**



IT MAY ONLY BE AN 800, BUT THE VELOCE TURISMO PUNCHES WELL ABOVE ITS WEIGHT! - STEVE MARTIN

THE SPECS

ENGINE TYPE
LIQUID-COOLED TRANSVERSE
TRIPLE
VALVE ARRANGEMENT
DOHC, 12 VALVES
DISPLACEMENT
798CC
BORE X STROKE
79 X 54.3MM
COMPRESSION RATIO
13.3:1
CARBURATION
DIGITAL FUEL-INJECTION WITH
RIDE-BY-WIRE
CLUTCH
WET MULTIPLATE
TRANSMISSION
6-SPEED
MAXIMUM POWER
110BHP @ 10,000RPM
MAXIMUM TORQUE
83N.M @ 8000RPM
FRONT SUSPENSION
43MM USD MARZOCCHI, 160MM
WHEEL TRAVEL, ADJUSTMENT FOR
PRELOAD, COMPRESSION AND
REBOUND DAMPING

REAR SUSPENSION
SACHS MONOSHOCK, 165MM
WHEEL TRAVEL, ADJUSTMENT FOR
PRELOAD, COMPRESSION AND
REBOUND DAMPING
FRONT BRAKE
2 X BREMBO FOUR-PISTON RADIAL
CALIPERS, 320MM DISCS WITH ABS
REAR BRAKE
BREMBO TWIN-PISTON CALIPER,
220MM DISC WITH ABS
FRONT WHEEL
3.50 X 17IN; CAST ALUMINIUM
REAR WHEEL
6.00 X 17IN; CAST ALUMINIUM
FRONT TYRE
120/70 X 17IN PIRELLI SCORPION
TRAIL
REAR TYRE
190/55 X 17IN PIRELLI SCORPION
TRAIL
RAKE/TRAIL
26 DEGREES/108MM
WHEELBASE
1424MM
SEAT HEIGHT
850MM
FUEL CAPACITY
22 LITRES
DRY WEIGHT
191KG

OVERALL RATING - 39.2/40



2015 BIKE OF THE YEAR

Made possible by
 QBE

QBE 2015 BIKE OF THE YEAR



2015 BIKE OF THE YEAR

Made possible by
 QBE



RESURGENCE

G E A R

The World's Highest Standard In Motorcycle Jeans!*

-  World's highest abrasion rated motorcycle jeans, cargos and hoodies*
-  Over 300% stronger than most protective liners, 15 times stronger than carbon steel
-  Dual layer and cross knitting, exceptionally strong against motion cuts
-  Light weight protective liner, so superior we don't need to be as thick, providing more breathability and comfort
-  Disperse body heat quickly, greatly improves riding comfort
-  Wick lining for comfort and to draw away body moisture
-  No outer armour/pad pocket stitching, so they look like traditional jeans
-  Free CE rated removable knee and hip armour
-  High level water resistant coating yet fully breathable (selected range)
-  Wash safe, moisture will not affect performance:
-  Highest quality materials and production for greater protection and lifespan
-  Now the highest standard in motorcycle jeans and cargos. Don't you want the best?



*EN 13595-2 PASS: 23.2 SECONDS

check out these styles and many more at - www.resurgencegear.com.au & www.resurgencegear.co.nz

HONDA

VFR 800F



THE TRANSITION OF THE V-TEC MOTOR AT AROUND 7,000 RPM NOT ONLY SOUNDS GOOD BUT PRODUCES A SATISFYING INCREASE IN FORWARD PROGRESSION.
– SCOTT O'CONNOR



The VFR was always a popular model for Honda, although it seemed like it had carried out its purpose, until it was reinvigorated a couple of years ago with the VFR800F Interceptor. It was replaced back in 2010 by the introduction of the VFR1200F, a decision not fondly met by VFR enthusiasts. With this in mind, in 2015 Honda have completely redesigned the 800 and brought it back to the masses as a refined middleweight sports-tourer that the VFR originally made its name on.

It really is such an amazing turnaround from last year's model, with many of the comments twelve months ago suggesting that Honda had somehow left the 'sport' out of the 'sports tourer'. Well, they've definitely redeemed themselves with this year's model. After clearly listening to the complaints from customers, they set out to rectify each and every problem. The motor has been reworked in the low to mid-range and now feels like a solid 800cc motorcycle as opposed to a 500. It still may not be a fire breather, but it surely boasts more noticeable power than previously and is also 10kg lighter and features a new swing arm, traction control and ABS.



Weight-saving measures include modifications to the exhaust system, 10-spoke hollow die-cast wheels and an aluminum rear sub-frame as opposed to steel. Now the VFR 800 might not tear through the power curve like a racer, but the combination of the new camshaft profiles, upgraded fuel mapping, revised exhaust tuning, and refinements in the V-Tec system has definitely improved torque, especially at low-revs, and acceleration feels almost seamless.

With this slight increase in power, the VFR is a lot easier to ride faster through the corners, taking full advantage of the V-4's friendly torque. Further that with great feel and feedback from the sturdy chassis and it handles superbly being more than easy to flick around with next to no effort with the front end always feeling rock solid. A lot of this improved handling is courtesy of the reduced weight and better mass-centralisation due to the radiators being moved further forward from the sides of the fairing to the front. The revised dashboard is clear and easy to scan and the self-cancelling indicators are a nice touch. But all this great tech that's been added over the past few years has made the bike's switchgear a little cluttered and definitely could do with more integration.

To be honest, the new VFR 800F was hard to fault. It's a refined, versatile midsize sports-tourer, and a significant return to a model that has enjoyed a strong loyalty since it was first introduced over a quarter of a century ago. It may not be the most technologically advanced, or fastest and most agile 800cc sports-tourer available, but it is definitely a complete package. It's a great all-rounder; perfect for commuting, touring or some mild sports bike riding. With devoted followers the world over, the VFR consistently proves itself as a very capable and practical motorcycle. **TW**

OVERALL RATING – 36.4/40

THE SPECS

YEAR

2006

ENGINE

FOUR STROKE, 90°V-FOUR CYLINDER, DOHC, 4 VALVE PER CYLINDER.

CAPACITY

781.7

BORE X STROKE

11.6 x 1

COOLING SYSTEM

LIQUID COOLED

COMPRESSION RATIO

72 x 48 MM

LUBRICATION

WET SUMP

ENGINE OIL

SEMI-SYNTHETIC, 10W/40

INDUCTION

PGM-FI ELECTRONIC FUEL INJECTION

IGNITION

PGM-FI ELECTRONIC FUEL INJECTION

SPARK PLUG

NGK, CR9EH-9

STARTING

ELECTRIC

MAX POWER

110 HP / 81 KW @ 10500 RPM

MAX POWER REAR TYRE

101.6 HP @ 9600 RPM

MAX TORQUE

8.4 KGF-M / 82 NM @ 8500 RPM

CLUTCH

WET, MULTIPLE DISCS, CABLE OPERATED

TRANSMISSION

6 SPEED

FINAL DRIVE

#530 O-RING-SEALED CHAIN

FRAME

ALUMINIUM, TWIN SPAR

FRONT SUSPENSION

41MM H.M.A.S. CARTRIDGE-TYPE

TELESCOPIC FORK WITH PRELOAD

ADJUSTABLE DAMPER,

FRONT WHEEL TRAVEL

100 MM / 4.2 IN

REAR SUSPENSION

PRO ARM MONO ARM SYSTEM INCORPORATING STEPLESS REBOUND-ADJUSTABLE GAS-CHARGED H.M.A.S.

DAMPER WITH PRO-LINK,

REAR WHEEL TRAVEL

120 MM / 4.7 IN

FRONT BRAKES

2X 296MM DISCS 3 PISTON CALIPERS

REAR BRAKES

SINGLE 256MM DISC 3 PISTON CALIPER

FRONT WHEEL

3.5 X 17 IN.

REAR WHEEL

5.5 X 17 IN.

FRONT TYRE

120/70 ZR17

REAR TYRE

180/55 ZR17

RAKE

25.5°

TRAIL

100 MM / 3.9 IN

DIMENSIONS

LENGTH 2,120 MM / 83 IN

WIDTH 735 MM / 28.9 IN

HEIGHT 1,195 MM / 47.0 IN

WHEELBASE

1440 MM / 56.7 IN

SEAT HEIGHT

805 MM / 31.7 IN

DRY WEIGHT

208 KG / 458.6 LBS

FUEL CAPACITY

20.8 LITRES / 5.5 GAL

CONSUMPTION AVERAGE

15.9 KM/LIT

BRAKING 60 - 0 / 100 - 0

13.0 M / 37.9 M

STANDING ¼ MILE

11.1 SEC / 193.0 KM/H

TOP SPEED

235.1 KM/H

CONSUMPTION AVERAGE

18.0 KM/LOT

STANDING ¼ MILE

11.4 SEC

TOP SPEED

239.8 KM/HV

INDIAN SCOUT



This is definitely one Indian Motorcycle that will appeal to a very broad market. Oozing character, the new Scout takes you back a few years with its styling and traditional design. Add to that fly by wire throttle, plus a reliable, efficient liquid cooled 1133cc engine and you've got a motorcycle with more than enough power to handle any conditions along with an appeal

that will stretch across generations. Not only will the older Indian enthusiasts, who can sometimes be very set in their ways, enjoy the Scout's styling and performance, but also the younger generation of riders who can ride something similar to what their fathers or grandfathers rode but with enough modern ingenuity to keep up with his mates on modern sports bikes.

The Scout has a proud heritage to live up to as at one stage they were known as the best motorcycle Indian ever produced. The Scout name was used on smaller capacity motorcycles from 1920 till 1949 finishing production just four years before Indian closed its doors. The Scout is also famous as the base for Burt Munro's land speed record bike and the 101 Scouts were also used in Motor Dromes, better known as the Wall of Death. And to this day they are still being used to climb the walls of this death defying entertainment medium.

Indian have kept some referral points from the past in their latest Scout such as the re-engineered classic rigid triangle of the original layout using the steering head and axles as the three points of this classic Scout design. The suspension units have also been tipped forward to give it that classic rigid look. The frame is constructed from lightweight aluminium and with its rake of 29°, trail of just-under 120mm, 135mm ground clearance and a rider's seat height of just 635mm, it succeeds in being a well-balanced motorcycle with easy handling.



QBE 2015 BIKE OF THE YEAR



Thumb the starter and it barks into life with a very satisfying growl, click it into gear and instantly you can feel just how easy and comfortable it is to ride. The clutch is light and the throttle is responsive and smooth. To be honest, the power and handling is outstanding for a bike of its class. And sometimes on a new model you can pick up little things that may need improving, but on the Scout everything seemed perfect, from the fueling to the engine power and build, all inspiring confidence in the rider.

You may well be able to see the history in the Indian Scout, but you definitely can't overlook the modern technology that has also gone into creating it. **TW**



THE SPECS

DRY WEIGHT

244 KG

DISPLACEMENT

1133CC ENGINE & DRIVETRAIN

EXHAUST

SPLIT DUAL EXHAUST WITH CROSSOVER

FUEL SYSTEM

CLOSED LOOP FUEL INJECTION / 60

MM BORE

HORSEPOWER (HP)

100 (74.7 KW)

TRANSMISSION/FINAL DRIVE

2.357 : 1

TRANSMISSION/PRIMARY DRIVE

GEAR DRIVE WET CLUTCH

ENGINE TYPE

LIQUID COOLED

V-TWIN PERFORMANCE

PEAK TORQUE

72.2 FT-LBS. (97.7 NM)

PEAK TORQUE RPM

5900 RPM SUSPENSION

FRONT SUSPENSION

TELESCOPIC FORK/120 MM

REAR SUSPENSION

DUAL SHOCKS/76 MM BRAKES

FRONT BRAKES

SINGLE / 298 MM ROTOR / 2 PISTON CALIPER WITH ANTI-LOCK BRAKES

REAR BRAKES

SINGLE / 298 MM ROTOR / 1 PISTON CALIPER WITH ANTI-LOCK

BRAKES GEAR

FRONT TYRES

130/90-16 72H

REAR TYRES

150/80-16 71H

WHEELS

CAST 16" X 3.5" FRONT AND 16" X 5" REAR DIMENSIONS

FUEL CAPACITY (LITRES)

12.5 L

GROUND CLEARANCE

135 MM

OVERALL HEIGHT (IN./MM.)

1207 MM

OVERALL WIDTH (IN./MM.)

880 MM

RAKE/TRAIL

29°

SEAT HEIGHT

635 MM

WHEELBASE

1562 MM

OVERALL LENGTH (IN./MM.)

2311 MM

LEAN ANGLE

31 DEGREES

GVWR

449 KG

TRAIL

119.9 MM FEATURES

INSTRUMENTATION

DIGITAL TACHOMETER, ODOMETER, TRIP METER, ENGINE TEMP, AND LOW FUEL LAMP

LIGHTING

HEADLIGHT, TAIL/BRAKE LIGHT, TURN SIGNALS, LICENSE PLATE LIGHT, AND SPEEDOMETER AND INDICATOR LIGHTS

OVERALL RATING - 36.8/40

THE SCOUT DEFINITELY LOOKS THE BUSINESS, AND THERE'S NO MISTAKING IT'S AN INDIAN. - MICHAEL STRANO



2015 BIKE OF THE YEAR

Made possible by



DUCATI

MULTISTRADA

1200S



**AND CONSIDERING
DUCATI HAVE BEEN
PLAYING WITH
ELECTRONICS FOR
YEARS IN MOTO GP,
IT'S NO SURPRISE THE
MULTI FEELS GLUED
TO THE ROAD.
- MILES RANGELEY**



When Ducati first released the Multistrada back in 2003, they unintentionally kicked off a new genre known as 'Sports Adventure', a category best described as bikes with high power output and adventure styling, yet little off-road intent.

It wasn't long before it became a very competitive niche in the market, which is why the latest Multistrada has undergone some major upgrades, and the timing couldn't have been better.

First up with the 1198cc eight valve desmo motor gaining an extra 10bhp and more importantly a new top-end featuring DVT (Desmodromic Variable Timing), which allows the timing to continuously change, therefore eliminating any compromises, optimising performance through the entire power curve.

The modifications to the new 1200S don't stop at the engine either, with a major upgrade on the electronics which now features Bosch's lean-angle sensor, as used on the 1299 Panigale. This allows the Multi to get an uprated Skyhook semi-active suspension along with new cornering ABS and cornering headlight functions. And considering Ducati have been playing with electronics for years in Moto GP, it's no surprise that it feels glued to the road. The screen was very functional too, especially being able to adjust it on the move by the simple to use pinch and slide mechanism fitted. The seat height is also slightly lower than previous models, and can be adjusted between 825 and 845mm.

As soon as you're moving, you can instantly feel just how much smoother the desmo V-twin is thanks to the DVT system, especially its low-rev performance with no sign of that traditional shuddering and hunting. And the 1200S has outstanding stoppers with a combination of 330mm discs and Brembo's M50 Monobloc calipers as used on the 1299 Panigale, all enhanced by Bosch's revolutionary cornering ABS system.

To overcome the stigmata of the Multistrada not really lending itself to off-road performance, the addition of a larger 265mm diameter rear brake disc along with the slimmer fuel tank to help with control when standing on the pegs are the most noticeable modifications, including an increased ground clearance to 180mm. Although it still hasn't been designed for any serious bush bashing, but rest assured, the new Multistrada 1200S is definitely a versatile motorcycle; comfortable for long distance touring and well-mannered enough for commuting with more than enough power and handling for sport use. **TW**



THE SPECS

ENGINE TYPE

LIQUID-COOLED 90-DEGREE V-TWIN

VALVE ARRANGEMENT

DOHC, EIGHT VALVES

DISPLACEMENT

1198CC

BORE X STROKE

106 X 67.9MM

COMPRESSION RATIO

12.5:1

CARBURATION

BOSCH FUEL-INJECTION, OVAL

THROTTLE BODIES

MAXIMUM POWER

160BHP @ 9500RPM

MAXIMUM TORQUE

136N.M @ 7500RPM

CLUTCH

WET MULTIPLATE

TRANSMISSION

6-SPEED

FRONT SUSPENSION

48MM INVERTED TELESCOPIC
SACHS, 170MM TRAVEL, PRELOAD,

COMPRESSION AND REBOUND
DAMPING ADJUSTMENT -

ELECTRONIC ADJUSTMENT VIA
DUCATI SKYHOOK SUSPENSION

REAR SUSPENSION

ONE SACHS DAMPER, 170MM
WHEEL TRAVEL, PRELOAD,

COMPRESSION AND REBOUND
DAMPING ADJUSTMENT -

ELECTRONIC ADJUSTMENT VIA
DUCATI SKYHOOK SUSPENSION

FRONT BRAKE

M50 CALIPERS, 330MM DISCS

REAR BRAKE

TWIN-PISTON BREMBO CALIPER,
265MM DISC WITH ABS

FRONT WHEEL

3.50 X 17IN; CAST ALUMINIUM

REAR WHEEL

6.00 X 17IN; CAST ALUMINIUM

FRONT TYRE

120/70 X 17IN PIRELLI SCORPION
TRAIL II

REAR TYRE

190/55 X 17IN PIRELLI SCORPION
TRAIL II

RAKE/TRAIL

24 DEGREES/109MM

WHEELBASE

1529MM

SEAT HEIGHT

825-845MM

FUEL CAPACITY

20 LITRES

WEIGHT

212KG DRY; 235KG WET WITH 90
PER CENT FULL FUEL TANK

OVERALL RATING - 37.2/40



WHAT A RIDE!



With perfect weather and some great motorcycling roads, the three-day test was more than enjoyable, especially with such a great mix of bikes. The first day saw us ride west out of Sydney and up through Colo Heights along the Putty Road, a great stretch that features some tight and demanding corners, along with a few straights to really open up the lungs of the bikes. It got even better once we passed through Howes Valley and along towards Singleton. From there we made our way through a few more towns including Dungog before rolling into Gloucester.

The second day started a little cold, bitterly cold actually, which wasn't a problem for those on the bikes like the

KTM Super Adventure and MV Agusta Turismo Veloce with heated handgrips or the Triumph Tiger with the handguards, but once we'd been riding for an hour or so, the cold soon dispersed. A good thing too, because this would have been one of the best sections of the ride. After cruising through Nabiac and Wauchope, it was on to Long Flat and eventually Gingers Creek for lunch. Anyone who has ridden up this way would attest to just how good it is, with tight hairpin bends and sweeping corners for kilometres on end. From there it was back towards Walcha before again rolling into Gloucester. The final day was basically the reverse of the first, and after having so much fun, we all agreed if only it could have been longer.

Of course once we had all enjoyed the ride, there was a more pressing matter at hand, determining a winner out of so many worthy contenders. After long deliberation and carefully adding up the scores for each bike, it's fair to say it was one of the closest results we've ever had. Sure each year the final scores are always close between two or three bikes, but for 2015, every single bike scored extremely well, and were all only separated by a few points.

With such close results, that just means it's a great position to be in as motorcyclists. As the editor of Two Wheels, I'm well aware that just because a motorcycle wins the QBE Bike of the Year award, it doesn't necessarily mean sales are going to go off the charts as a

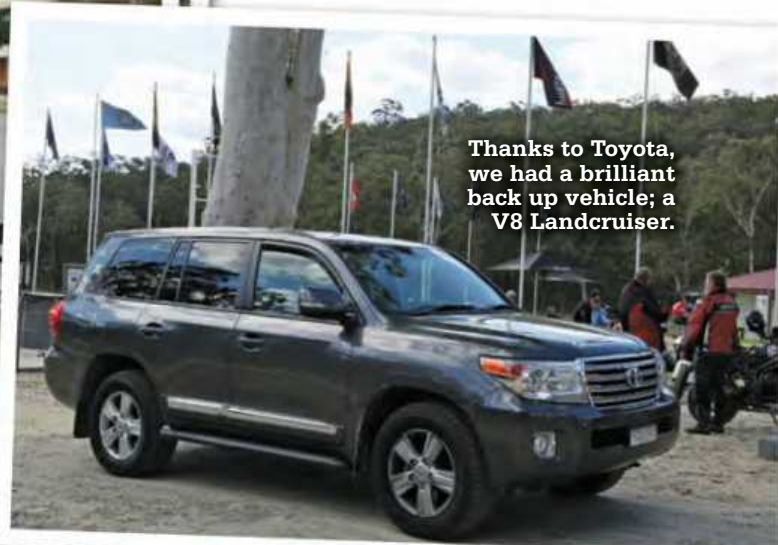
QBE 2015 BIKE OF THE YEAR



direct result, but it definitely draws more attention to that particular model. Although what is advantageous about the 2015 QBE Bike of the Year is that after every single bike scored so well, and were more than worthy of the top prize, it just means we've got some very exciting and quality built motorcycles to choose from.

With all that said, obviously there has to be only one winner, and as already mentioned, it came down to be one of the closest results ever, with the victor just coming out on top by the smallest of margins.

So without any further ado, turn the page to see the 2015 QBE Bike of the Year... **TW**



Thanks to Toyota,
we had a brilliant
back up vehicle; a
V8 Landcruiser.



2015 BIKE OF THE YEAR

Made possible by
 QBE



MOTOGP

**BRADLEY
SMITH
#38**

**STYLE AND
PERFORMANCE**



www.ficeda.com.au



IXON

TOP OF THE CLASS!

Stepping out of your comfort zone and creating a motorcycle for a new market isn't an easy feat, yet it seems that MV Agusta has achieved much more than expected with their first attempt at a sports tourer; the Turismo Veloce 800.

With so many top class features, a great electronics system and a rock solid 800 triple powerplant, the Veloce 800 is just at home commuting through the city as it is belting out the miles between country destinations.

With all of these features, it's clear to understand why it rated so well in this year's test, ultimately coming out on top in most of the criteria. If anything, it was the bike's versatility that helped it score well. It's a motorcycle of not only great appeal but quality that we've come to expect from the Italian manufacturer.

Well done MV Agusta. With a project that began with sketches back in 2007, it's obviously a motorcycle that spent a lot of time at the research and development stage, a fact clearly evident when you first ride it. Smooth, refined, yet powerful and comfortable all in one.

The Turismo Veloce 800 is the complete package and thoroughly deserves the title of the QBE Two Wheels 2015 Bike of the Year... **TW**



MV AGUSTA TURISMO VELOCE 800



SPECIAL FEATURE
YAMAHA'S 60TH ANNIVERSARY



SIXTY

YEARS!

It hasn't been an easy sixty years for Yamaha, even looking like they might close their doors through the global recession, but they kept fighting with innovative designs and new models, and now remain one of the world's leading motorcycle manufacturers...



Yamaha's highlights stretch back six decades and include spectacular new models plus countless race and championship victories, but one of the biggest of all happened less than three years ago and involved a curious concept creation made from metal wires and a three-cylinder engine. It was early October 2012, press day at the Intermot show in Cologne. With Yamaha still reeling from the damage of the global recession, few journalists who gathered for the firm's press conference expected much from an ailing firm that hadn't launched a notable bike for ages.

We didn't get one that day either, but interest was stirred when Kunihiro Miwa, familiar as the engineer behind the original YZF-R1 and R6 in the late Nineties, stepped up to unveil the concept – more of a sculpture

than a bike – and admit that “some people think we're not building as many exciting models as we used to” before promising that “something special” was on the way. Miwa was followed by Yamaha Europe high-up Andrew Smith, who confirmed it would be “only a little bit more time” before the firm could match its fighting talk with new machinery. “Imagine what bikes we can use this three-cylinder engine for,” Smith said. “Yamaha's future and commitment to the motorcycle industry starts again.”

Something was clearly stirring, as Smith echoed the speech with which Kawasaki's president had relaunched his own firm ten years earlier. And whatever new Yamahas we imagined, they probably weren't as good as the ones that have been delivered since then. Almost three years on, the impressively rejuvenated

firm is celebrating its 60th anniversary with exciting models riding high in the sales charts, and with its riders Valentino Rossi and Jorge Lorenzo dominating the MotoGP championship this year. It's difficult to equate the current, thriving company with the one that was so recently in deep depression.

Then again, that recent dark period following the credit crunch was not the only time in those 60 years that Yamaha has been on the ropes. The motorcycle industry can be very volatile and Yamaha, as the only one of the Japanese giants for whom bikes are the major product, is perhaps more vulnerable than the rest. But that unique focus on motorcycles, and the commitment it brings, has led to some amazing machines and achievements over these last 60 years.

SPECIAL FEATURE

YAMAHA'S 60TH ANNIVERSARY

One theme running through Yamaha for much of that time is original thinking, but that's not how the company began back in 1955. Its first bike, the YA-1, was – like BSA's Bantam, Harley-Davidson's Hummer and the Soviet Moskva – basically a copy of German firm DKW's RT125. The firm had considered producing sewing machines before president Genichi Kawakami had decided to use the firm's machine tools, which had produced aircraft propellers in World War II, to manufacture motorcycles.

The Yamaha name was already well-known in Japan because it was the brand name of the Nippon Gakki Co, a leading manufacturer of musical instruments – hence the famous tuning fork logo. The name came from Torakusu Yamaha, the firm's founder and first president, who had begun manufacturing organs in the late 1880s. Kawakami set up the Yamaha Motor Co on 1st July 1955. Soon afterwards the firm's Hamamatsu factory began production of the YA-1, which became known as the Red Dragonfly due to its maroon and white paintwork.

The little two-stroke single produced a claimed 5.6bhp and had a top speed of 80km/h. It quickly made an impression, and began Yamaha's racing story in impressive fashion, when the firm entered Japan's two major race meetings, at Fuji and Asama, and won both. The firm's reputation was boosted further by its first twin-cylinder model, the 250cc YD-1. The 14.5bhp twin was also inspired by a German two-stroke, the Adler MB250, but incorporated numerous differences.



The original DT1



First president of Yamaha in 1955 – Mr Genichi Kawakami

It was the YD's sportier successors, the YDS models, that did most to establish Yamaha. The initial YDS-1, with its five-speed gearbox, twin carbs and slimmer styling, was a hit on road and track in Japan following its launch in 1959. And the follow-up YDS-2, which incorporated a twin-leading-shoe front brake and numerous other improvements, transferred some of that success to export markets including Britain when it arrived in the early Sixties.

By this time Yamaha had grown rapidly, surviving an early financial crisis (caused by disappointing sales of scooters and mopeds) to establish itself as the second largest Japanese firm behind Honda. Two rivals had also been swallowed up. One was Showa, itself once Japan's number two, whose advanced two-strokes had featured reed-valve induction, Earles forks, tubeless tyres and even push-button gearchanging. Showa had itself recently taken over Hosk, which had specialised in copying British parallel twins, to which it had often added overhead-cam valve operation.

The Hosk connection paved the way for Yamaha's entry into the four-stroke market in 1969, with the 650cc parallel twin XS-1. The sohc engine produced a respectable 53bhp, enough to give the XS-1 a top speed of about 160km/h. It suffered from typical twin-cylinder vibration, and weaved at high speed, but was stylish and well-priced enough to become a success, especially in America.

That first twin's XS-2 and XS650 successors became some of the most popular Japanese bikes of the Seventies in the States, especially when Yamaha catered for the growing 'factory custom' market with models such as the XS650 Special, with its high bars, black paintwork, stubby silencers and fat rear tyre. Meanwhile in Europe and elsewhere it was the contrastingly racy two-strokes that were leading the way, notably the 250cc YDS range and the more powerful and quicker 350cc models, of which the 1970-model YR5 was the first significant export success.



The Yamaha XS1

The YDS2 in 1963



An early Yamaha twin

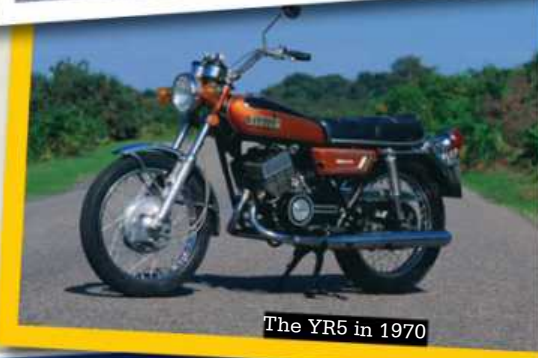




The FS1 STD in 1978



XS1100 - 1978



The YR5 in 1970

Those middleweight strokers were superb little machines, offering high-revving thrills and race-related charisma at a competitive price. Arguably best of all was the first RD350 of 1973, complete with reed-valve induction system, six-speed gearbox, disc front brake and ton-up top speed. Three years later came the RD400C with its angular styling, improved handling and 40bhp, 398cc aircooled engine. There were smaller 200cc, 175cc and 125cc variants, too. And in 1976 a new generation of motorcyclists was experiencing Yamaha two-stroke thrills aboard the famous 'Fizzie' – the 49cc FS1-E sports moped, which had entered production as the FS-1 at the start of the decade.

Yamaha had also established a strong reputation for off-road and dual-purpose bikes, both in motocross racing and with production models. Swedish star Hakan Andersson's 250cc world title in 1973 was followed a year later by the production YZ250 motocrosser, also fitted with innovative single-shock Monocross rear suspension. Trail bikes such as the DT125 and DT175 became popular, and were also given Monocross rear ends. Most loved of all in many countries was the 1976-model XT500, which became a cult model and established the dual-purpose four-stroke single format that continues with the current XT660s.

But Yamaha's attempts to build a big four-stroke were strangely unsuccessful given the firm's competition background and expertise with smaller machines. The XS750 triple, launched in 1977, looked like a winner. Its 747cc dohc motor produced 64bhp, good for a top speed of 190km/h, and had the advantage of shaft drive. The XS was stylish, distinctive, and handled well. But it lacked

the performance of Suzuki's GS750 four, launched at the same time. And it suffered a string of mechanical problems that damaged public confidence so severely that the more reliable XS850, which followed, could not restore its reputation.

There were no mechanical disasters with the XS1100, launched a year later, but the shaft-drive four was too huge and heavy to be competitive against the likes of Kawasaki's Z1000 and Suzuki's GS1000. Its dohc motor produced 95bhp, a record for a production four. But the 'Excess Eleven' had curiously square styling and weighed a massive 273kg. It had some success in the States as a tourer, and remarkably even won the prestigious Castrol Six-Hour race here in Australia, but was largely ignored elsewhere.

Yamaha's disappointment in the superbike market didn't prevent the firm from over-reaching with disastrous result in the early Eighties, when the firm attempted to take on Honda to become the world's biggest motorcycle manufacturer in what became known as the 'War' between the Japanese giants. Production was hugely increased, a plethora of new models included some that were distinctly under-developed (the XZ550 V-twin being among the most notorious), and Yamaha's strategy was revealed as highly risky when the previously thriving motorcycle market took a dramatic down-turn.

"Yamaha wanted to become number one in the world for two-wheelers," recalls Andrew Smith, now the Director of Yamaha Europe's Southern division and then at Yamaha UK. "The Western markets were growing by 10 or 20 per cent annually, the Japanese domestic market was growing, everything looked rosy – and then it just stopped, almost overnight. We were unable to shut off the volumes, and then had lots

of product already in production or on their way in ships or in warehouses. It was disastrous for both of us but even more painfully hard for Yamaha because bikes were our sole product. I don't know if it would ever have reached the final stage of going under but it was certainly very close."

What made the situation particularly damaging was that for a while neither firm was willing to reduce production for fear of losing market share, so financial losses escalated. The War was only ended after a meeting in 1982 between Yamaha and Honda bosses on the neutral ground of Kawasaki's factory in Akashi. Details have never been made public but essentially both firms pledged to return to a sensible rate of new model development, and Yamaha accepted that Honda would remain number one. Yamaha eventually recovered and continued to expand, establishing factories in many countries and taking over French scooter firm MBK, as well as developing links with car giant Toyota, and producing products including Formula One race engines, electric bicycles and watercraft.

The firm's stars of the early Eighties were once again fast and furious two-strokes. Arguably the best of all were the RD350LC and its smaller sibling the RD250LC, which arrived in 1980, adding liquid-cooling and monoshock rear ends to the hugely successful format of the Race Developed RD-series twins. Yamaha raised the two-stroke bar in 1984 with the stunning RD500LC, a 210km/h-plus liquid-cooled V4 that was a replica of the works machine being ridden to that season's 500cc world title by Eddie Lawson. It made plenty of headlines but, like the firm's XJ650 Turbo, was too expensive and impractical to sell in big numbers.

SPECIAL FEATURE
YAMAHA'S 60TH ANNIVERSARY



FJ1100 – 1984



FZR 1000



RD350LC – 1981

Yamaha still struggled to produce the class-leading superbike that the firm so desired, and this was no longer due to lack of effort or engineering ability. The marque's other hot new bike for 1984 was the FJ1100, whose 125bhp aircooled four-cylinder engine, steel perimeter frame and half-faired styling combined to create what Yamaha called an "out-and-out high performance sports machine". The fast and capable FJ was eclipsed by Kawasaki's racier GPZ900R, but found its niche as a sports-tourer, sold well in FJ1200 form well into the Nineties, and led to the XJR naked fours as well as the FJR1300 sports-tourer.

A more surprising mid-Eighties hit was the V-Max, with its brutal naked styling and awesome 143bhp V4 engine. Initially launched only in the US, it became popular elsewhere (despite power being restricted in many markets) and was still being built, with relatively minor changes, two decades later. But Yamaha suffered disappointment in 1985 when the excellent FZ750, with its innovative 20-valve liquid-cooled engine, was put in the shade by Suzuki's racier GSX-R750.

The FZ was never the sales success that its performance and engineering deserved, but it led in 1987 to the model that finally put Yamaha on top of the world: the FZR1000R. With its 989cc, 20-valve liquid-cooled engine wrapped in a twin-spar aluminium 'Deltabox' frame based on that of Yamaha's Genesis factory racer, the FZR was a fast and sharp-handling machine on which the marque's subsequent super-sports success was based, although the five-valves-per-cylinder layout was later dropped.

The Nineties was a generally strong decade for Yamaha, although the firm suffered like all the rest in the sales slump in the middle of it. The big FZR was repeatedly and successfully upgraded, and joined in the range by some excellent smaller-capacity fours including the FZR600R. Then in 1998 came arguably the firm's finest and most important superbike:

the YZF-R1. Launched to great acclaim with its unprecedented blend of 150bhp 20-valve engine, ultra-light chassis and razor-sharp styling, the R1 blitzed all opposition on road and track and began the R-series dynasty that has been so impressively extended this year.

That first R1 was joined in 1999 by the almost as impressive 600cc YZF-R6, which made a rev-happy 120bhp and set the middleweight super-sports class into a fresh frenzy of high horsepower, light weight and fierce competition. And the limited-edition YZF-R7 that followed a year later was a fearsome piece of track-ready machinery, even though it made only 100bhp before its race-kit was fitted, and failed to deliver Yamaha's long-held goal of a first World Superbike title.

Another Nineties model whose impact outweighed its showroom performance was the 1996-model Royal Star Venture, a 1294cc cruiser, built for the American market around a V4 engine derived from the V-Max. Yamaha had decided that what it needed for the cruiser-dominated US market was a distinct, upmarket brand along the lines of Toyota's hugely successful Lexus division. The Royal Star failed to shine but Star motorcycles has thrived as Yamaha's cruiser arm in the States, where the current XV950 is sold as the Star Bolt.

Yamaha began the new millennium on fine form, with a contrasting trio of 2001 models. The TMax scooter's blend of 500cc twin-cylinder engine and light, sweet-handling chassis made it a huge hit, especially in the huge Italian market. The FZS1000 Fazer joined the smaller FZS600 in delivering four-cylinder performance and value for money. And the FJR1300 continued the FJ legacy by taking Yamaha's sports-touring four to a new level.

But there were few outstanding bikes in the next few years, and Yamaha seemed to have lost its way even before the 2007 global financial crisis rocked the company. Flagship models including the MT-01, a quirky 1670cc V-twin, and the long-awaited, 197bhp V-Max were too expensive to sell in worthwhile numbers. Too many other models were simply ordinary. Yamaha had lost its old ability to build exciting bikes that were also good value, and the credit crunch with its resultant huge fall in global sales left the firm in serious trouble. New model development was halted, resulting in an ageing range, and Yamaha was also hit by currency issues related to the yen that made its bikes expensive, even against their Japanese rivals.

V-Max – 1985





MT-01

"I think the last crisis was at least equal to the first one," says Smith. "It has probably made most companies rethink how they operate, and us in particular. We were making products that we thought customers should buy because it was a Yamaha with a tuning fork on the tank. We realised we had to go back to putting the customer at the centre of everything we do and say and make."

To outsiders Yamaha's revival began with Smith and Miwa's fighting talk and the prototype three-cylinder engine at Cologne in 2012, but by that time the comeback was very much under way. "We had the phrase, 'When is the time we are confident enough with the products we know we have coming

to stand up and, rather than say sorry about the past, just say that Yamaha is now back?" Smith says. "We had to convince our own staff and colleagues, we had to convince our dealers and get them motivated, and we had to demonstrate to the customers that we could once again make products they wanted to buy, at the right price."

First evidence arrived in 2013, in two contrasting lines that highlight Yamaha's revitalised approach. First was the XV950, a simple aircooled cruiser that highlighted the Sport Heritage family. Led by Shun Miyazawa, Yamaha European Product Manager, the firm has commissioned projects from leading customisers, established the Yard

Built program by which some of those firms develop parts, and got heavily involved in the thriving custom scene. The latest 'Faster Sons' theme, unveiled with a Shinya Kimura designed bike at Wheels and Waves, takes that concept to the next level with a cool, retro-themed custom based on the current MT-07. A production model is set to follow, probably in the next few months.

And Yamaha's most significant bike of recent years must be the MT-09 with which Yamaha delivered on the promises of those Intermot speeches. With its punchy 847cc engine, light weight, lean style and fiery character, the 113bhp naked triple was good enough to be a hit, even before Yamaha gave it a surprisingly low price. Its strong sales were eclipsed last year by the even more successful MT-07, whose blend of 689cc parallel twin engine, agility and value triggered comparisons with Yamaha's great two-stroke twins of the Seventies and Eighties. Other models including this year's outstanding YZF-R3, MT-09 Tracer and comprehensively revamped R1 have followed to keep the ball rolling.

And it seems that Yamaha aims to regain its reputation for innovative bikes. Last year's launch of the 125cc Tricity three-wheeled scooter was followed by the unveiling of a dramatically styled and much larger prototype, the TMax-engined GEN01, which could be on course for production. There's even a rumour of a new family of electric machines. It's a reflection on Yamaha's remarkable turnaround in the last three years that if the firm does unveil some spectacular bikes in the coming months, nobody will be remotely surprised.

ONE THEME RUNNING THROUGH YAMAHA FOR MUCH OF THAT TIME IS ORIGINAL THINKING, BUT THAT'S NOT HOW THE COMPANY BEGAN BACK IN 1955...



TDM 900



FJR 1300



Yamaha Royal Star

60 YEARS OF YAMAHA RACING

With Valentino Rossi and Jorge Lorenzo making this year's MotoGP season a two-horse race, Yamaha celebrated its 60th anniversary with another championship win. And although few campaigns have run so smoothly, Yamaha has a proud racing record that stretches back through every one of those 60 years to the firm's debut model, the YA-1 Red Dragonfly that won its first two races in 1955.

Yamaha followed-up those victories by beating Honda and the other marques in some prestigious 125 and 250cc events in Japan in the mid-Fifties. But by 1959 Honda had revised its strategy and begun competing with dedicated racing machines, rather than production based models, and gained its revenge in domestic races before heading off to conquer the grand prix circuits in the early Sixties.

Yamaha could not afford a grand prix campaign, and would continue to build production-based racers for years to come, most notably when filling grids worldwide with TZ250 and 350 twins during the Seventies. But the firm did make a less high-profile attack on the grands prix in the mid-Sixties with a succession of high-revving two-stroke twins, and was rewarded with a number of world championships as well as much publicity for its race-developed roadsters. Britain's Phil Read won the factory's first world title, in the 250cc class in 1964, beating Honda's Jim Redman in the process.

Read retained the title in 1965 and went on to win two more 250cc crowns for Yamaha. His team-mate Bill Ivy won the 125cc title in

WSBK racer
Norriyuki Haga

1967 but famously finished runner-up in the 250cc class a year later after Read, who had already won the year's 125cc championship, had defied the team orders that he should settle for second place. Yamaha started the Seventies by winning a string of world championships with its 250 and 350cc twins, with riders including England's Rod Gould, Finnish star Jarno Saarinen, Germany's Dieter Braun and Venezuelan Johnny Cecotto.

Saarinen was leading the world championship on Yamaha's straight-four 0W19 when he was tragically killed at Monza in 1973. Instead, Italy's multiple champion Giacomo Agostini captured the biggest prize of all for Yamaha two years later, when the former MV Agusta ace won Japan's first 500cc world championship – ironically ahead of MV rider and former Yamaha star Read.

Yamaha's grand prix racing glory during the next two decades was mostly down to three Americans: Kenny Roberts, Eddie Lawson and Wayne Rainey. Former US Grand National Champion Roberts arrived in Europe in 1978 with one straight-four works 0W38, and proceeded to win the 500cc title at his first attempt, following it with two more championships. Lawson, too, won three championships for Yamaha, after the YZR500 had been updated with a V4 engine featuring twin, contra-rotating crankshafts. And in the

early Nineties, Wayne Rainey took over the premier class with a hat-track of titles before the Misano crash that ended his career.

Production based racing has been less successful, although in 2009 Ben Spies finally ended Yamaha's long quest for the World Superbike championship, in which riders including Fabrizio Pirovano and Norriyuki Haga had come agonisingly close. World Supersport has been a more successful battleground, with British riders Cal Crutchlow, Chaz Davies and Sam Lowes each winning a world title in the last six seasons. And although Yamaha has had some problems in getting the new R1 up to speed (and suffered the embarrassment of Michael Dunlop's late TT rejection), Josh Brookes is already a podium regular in BSB, and the firm will be back with a full-blown World Superbike challenge next season.

Meanwhile Yamaha has had a spectacular last decade in MotoGP, inspired by the brilliance of Valentino Rossi, who was lured from Honda in 2004 and turned the four-cylinder YZR-M1 from no-hoper (just one podium finish in '03) to championship winner. Rossi won three of the next four titles before departing for Ducati, then returned to ride alongside Jorge Lorenzo, who promptly won a second championship of his own. Even Yamaha could hardly have believed that the duo would be so dominant this season...



Yamaha Tricity

Yamaha
YZF-R1



Valentino Rossi
– probably one of
the best racers of
all time!



**YAMAHA HAD
ALSO ESTABLISHED A
STRONG REPUTATION
FOR OFF-ROAD AND
DUAL-PURPOSE BIKES,
BOTH IN MOTOCROSS
RACING AND WITH
PRODUCTION MODELS.**

DRAGGIN

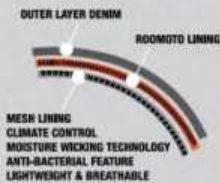
THE ORIGINAL WITH PROVEN SAFETY



ROOMOTO™ LINING puts a unique knit of the WORLD'S TOUGHEST FIBRES between you and the road, doubly protecting your hide from surface damage

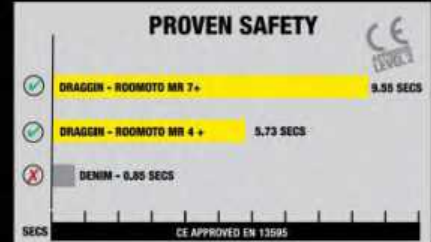
DRAGGIN TRIPLE PROTECTION SHIELD

XXX SHIELD



First and only genuine DuPont™ Kevlar® Licensee

THE LAB RESULTS



DFFUSE



Dedicated pockets for knee and hip DFFUSE CE Armour impact protection



dragginjeans.net

ASIAN EXPERIENCE MOTOR BIKE TOURS

AUSTRALIA'S 1ST AND PREMIER MOTOR BIKE TOUR OPERATOR
26 YEARS OF ORGANISING TOURS



- TIBET (Includes riding to the Mt. Everest Base Camp) \$8590 - 20 Days
- BHUTAN, NEPAL & INDIA (Visit 3 Countries) \$8990 - 20 Days
- INDIA (Ride to the world's highest road) \$8390 - 20 Days
- NEPAL \$7490 - 19 Days
- VIETNAM \$6890 - 20 Days
- BALI \$3990 - 16 Days

INCLUDES: Airfares (Aust-Aust), Motorbikes, Accommodation, Support Vehicles, Sightseeing Tours and Transfers.

www.asianexperience.com.au

03 5989 2512

tours@asianexperience.com.au

ANDREW SMITH, DIRECTOR OF YAMAHA EUROPE SOUTH REGION

"I started working for Yamaha in 1979 through another company, and went full-time in 1981. It's a long time ago, and we've seen a lot of good times and some challenging ones too. Why have I stayed so long? I think the biggest thing is that in our company the focus is much more on motorcycles. Even though we are very well known for marine [products] and pianos we are still predominantly a motorcycle company."

"By saying that Yamaha was back [at Intermot in 2012] it was acknowledging that we hadn't been where we should have been in the marketplace, and saying that from now on you'll see a new Yamaha. It would have been difficult to imagine that it could have gone any better since then; the reaction we've had from the market has been incredible all over the world."

"This year you'll see more exciting directions."



SHUN MIYAZAWA, YAMAHA EUROPE PRODUCT MANAGER

"I've been at Yamaha for ten years, firstly at the Japanese headquarters, then working on the assembly line for six months as part of my training, which many people do. Then I moved to Yamaha Italy and then Yamaha Europe, where my biggest contribution has been with the MT series bikes and the initiation of the Sport Heritage. Some projects, such as the Tricity, are driven from the Japanese headquarters, whereas the MTs and Sport Heritage came more from Europe."

"When the crisis happened the market quickly became 50 per cent of what it had been, and we said, 'Okay, we have to be very careful

PHIL READ, YAMAHA'S FIRST WORLD CHAMPION

"It started with a telegram from Japan, asking me to ride in the 1963 Japanese Grand Prix at Suzuka. I was leading the race on the last lap when the bike went onto one cylinder so I finished third, behind Jim Redman who won the championship [for Honda]. For the next season they gave me full factory support for five races, but for the other six they just provided the bikes and spares, plus £5000 and for that I had to provide the transport."

"That first championship all came down to the Italian round at Monza. That was a big moment but Yamaha didn't really get behind it in those days. They only sent one mechanic, who I had to meet at the airport then find him a hotel and so on. They didn't realise how important it was."

"I was very concerned when I arrived at Monza because there was this incredible sound, which was the Honda 250-six. I thought I'd lost because it was so fast, but I did manage to beat Redman and win the championship. Then I went back to the hotel and had a bath. There were no press interviews and no TV in those days."

"Yamaha didn't show much emotion but they gave me 50 per cent more the following season. And when I went to Japan for the last grand prix at Suzuka they gave the factory a holiday and hired the town hall in Hamamatsu. We had a sort of celebration and they loaned me five geisha girls."

"The Yamahas were really fast although the next year Honda got the six running really well, but Redman crashed half-way through the season and I won another championship. Then in 1968 I won the 125 championship and the 250 again. That was when Yamaha told me to let [team-mate] Bill Ivy win the 250, but without any consultation with me so I was very upset and said he'd have to race for it. They thought he was terrific, and he was, but I beat him."



about how to use our precious engineers and development resources."

"This meant we had an approach of risk avoidance. We had to follow the market and we didn't have enough weapons, so the weapons had to be mainstream. We followed the market benchmarks, the [Kawasaki] Z750 with the FZ8 and the [BMW] R1200GS with the Super Ténéré. Our bikes were good but they weren't great because there was no emotional reason why someone should buy them. So when we were in the recovery period we said to ourselves, 'Let's have our own attitude, never following someone else but trying to do our own thing.' That's how the MT models came about."



BARRY SHEENE FESTIVAL OF SPEED 2016



KEVIN
SCHWANTZ



CHRISTIAN
SARRON



FREDDIE
SPENCER



DIDIER
DE RADIGUÈS



STEVE
PARRISH



KORK
BALLINGTON



GRAEME
CROSBY



18TH – 20TH MARCH 2016

SYDNEY MOTORSPORT PARK, EASTERN CREEK

FOR TICKETS AND INFORMATION VISIT www.barrysheene.com.au or email: festivalofspeed2015@gmail.com

TWO WHEELS SHED

Feature by PAX

ADJUSTMENT

Most adjustments on your motorcycle are easy to perform yourself...

In the lifetime of your motorcycle you will have to adjust nearly every single thing that can move. From the levers on the bars to set it up initially, the tension of cables (if you still have them) for the clutch and throttle and to the fractional wear of things like final drive chains or cutch plates etc. Some parts of a bike are set up to not move much at all in particular directions, like swingarm or suspension components. Any excessive movement in these is a big problem for handling and safety.

My bike has been ridden hard lately and I've noticed a difference in how it changes gear, a slight resistance between the gears on up-shift. When I looked up the service interval for the clutch service I was a bit surprised. I'd ignored it for a bit too long as the amount of kilometres I'd been covering was a bit excessive compared to a usual seasonal program. The procedure is basic, remove a cover and slack off the cable and adjust as necessary. I

Remove the cover.



Back off the locknut, holding the adjuster screw.



Slacken the adjuster at the 'bars.



Fitting your own cruise control is just a simple matter of fitting the wheel sensors and you're halfway there...

Head in to one of our 60 stores nationwide or visit us online

UNITEDTOOLS.COM.AU





Screw in to stop and back off required amount. Reverse the process to complete.



Tension the cable to allow some play at the cable end.

The special tool required for checking valve clearances on a KTM.



suppose I was a bit remiss in this regard but when that timeline was involving large amounts of distance without gear changes that I could be forgiven. Errm no. I'd assumed. That's the first mistake we nearly all make and why a service manual is a very good thing to have.

On most bikes the adjustments you make are fairly easy to do at home. Some need a technical manual, others need a basic sense of feel. All need some basic tools and for some you are supposed to use a factory special tool. These gadgets are peculiar to a specific make of bike or mechanism. Some are essential and you well may not be able to make that adjustment successfully without it unless you are very lucky or have access to a workshop that you can make them in. Try making a measurement of the valve gap in a KTM 250 single head with a standard set of feeler gauges. Good luck with that.

Horror stories aside, most adjustments are simple to do, easy to understand and bomb proof except for the most ham fisted of us. Let's start with the basics, drive chain tension. A

chain should have some slack to allow for swingarm movement, but excessive slack robs power and promotes aggressive wear. Measuring the correct slack should be investigated for individual machines, but a rough rule of thumb is no more than two and a half times the width of the chain up and down, in the tightest part of the chain when the rear end is suspended. On dirt bikes the rule is three fingers under the chain, above the swingarm, at halfway. Please consult your manual for more precise adjustment.

Throttle cables also need attention. A typical push - pull arrangement hides the need to interfere by the spring pressure on the cables until the slack means choppy feedback on acceleration or deceleration. The usual amount of play acceptable is about 2-3mm when the cable is pulled away from the switch block when the bars are at full movement away from centre. This allows for the bars to not interfere with throttle openings at full lock manoeuvring. The idea of a throttle being actuated when you don't want it is self-evident.

SALES SERVICE REPAIRS



DOWNLOAD THE FREE QR SCAN APP ONTO YOUR IPAD OR SMARTPHONE

JOIN OUR MAIL LIST AT UNITEDTOOLS.COM.AU
OR SCAN THIS QR CODE TO ENTER YOUR DETAILS

TWO WHEELS SHED

Throttle adjustments can be made using the adjustment in the cable.



Checking the chain adjustment. Make sure you do this at the 'tight spot'. Many manufacturers have the approx. adjustment on the swingarm.



These marks will help you to align the axle when adjusting the chain.



Some modern bikes have a snail cam style adjuster for the rear chain.



Clutch cables are rapidly becoming a thing of yesterday so I'll include a caveat here. Hydraulic clutches are adjusted at the actuator, so investigate the correct procedure. For cables it is pretty easy. Some slack is necessary as per throttle cables but the clutch should disengage when the lever is about a finger's width away from the switch block. Release the locknut at the bars, and wind the adjuster out and then remove the cover of the clutch actuator. Usually it is a simple lock nut and a threaded screw. Back off the locknut and wind the screw in until it seats, then back out $\frac{1}{4}$ to $\frac{1}{2}$ turn. Please consult your manual for the precise amount. Lock it up and then tension the cable until it disengages the clutch as above. Again the correct amount is available, so check it out. On some machines this may require a gasket kit.

More technical arrangements include stuff like wheel bearing tension. A common misconception is the axle nut tension when doing a chain adjustment is to do it up monkey tight. Not so

Tarzan. The rear wheel will have the sprocket carrier and the hub set up so as to not load up the swingarm with too much tension from the hub. I've seen too many hub and carrier bearings destroyed by this failing. Other designs need a tension just so as to keep the bearings in place and still have the amount of play left to absorb shock, such as single swingarm designs. Shaft drives are especially sensitive. Ideally you would use a torque wrench at the correct settings, but a simple method is the rocking check. If the set up is nipped up and no play is detected when placing a hand on the top of the tyre and rocking back and forth, you're nearly there. I strongly suggest you check this out a bit further for the correct torque settings to prevent the axle from being able to move, especially on belt driven machines.

A check on primary chain tension is now mainly a historical oddity except for one major manufacturer, but at least you don't have to move the gearbox to fix that any more... ■

SALES

SERVICE

REPAIRS



DOWNLOAD THE FREE QR
SCAN APP ONTO YOUR
IPAD OR SMARTPHONE

JOIN OUR MAIL LIST AT UNITEDTOOLS.COM.AU
OR SCAN THIS QR CODE TO ENTER YOUR DETAILS

60 STORES NATIONWIDE

Visit a store near you
or go online today



**UNITED
TOOLS**

HOME TO ALL THE BIGGEST TRADE BRANDS



UNITEDTOOLS.COM.AU

MODERN CLASSICS
LAVERDA 1000 JOTA



A choice of colours and vintages?
Aren't they aren't just in orange?

Feature by Peter Cox

REAL DEAL

It was the 1970s road missile, and fittingly has become a modern classic...

If orange says 'KTM', please cast your eye around these pages and see if you can see another possibility. Because orange also became the colour of the Laverda racing department and is an absolute signature colour for people of a certain age lucky enough to have seen these Italian beauties on the street.

So if it is a street bike, it's huge and there is a massive triple power plant, it might just be a Laverda 1000 Jota, the bike that stands out as Laverda's signature performance machine.

If it weren't for Queensland's Club Laverda and their long running

Concours I doubt I would have seen a live Laverda until recently. It's not like they were ever sold in big numbers in Australia. Or anywhere for that matter. Ducati 900SS and early Moto Guzzi Le Mans are as common as bums compared to the big Laverdas.

But up in Queensland, held under the Storey Bridge when I lived locally but held at Cleveland since 2011, the Club Laverda Concours is a charity event that has been a great day out for more than 25 years and draws a great range of bikes. And my recommended place to lay eyes on a Laverda.

I can also now recommend the Barry Sheene Festival of Speed out at Sydney Motorsport Park. Or Eastern Creek, as I still prefer to call it. And probably at the January International Classic at Phillip Island. Maybe in the car park, maybe in the race garages and maybe on the track. Try to make sure you get to hear one roar.

Seems to me that Laverda triples, and especially the Jota, are especially popular with Brits. I didn't realise, until I started prowling the interwebs for this story, that the big Jotas had a great record in late 70's production racing in the UK and carried a lot of prestige in that market. Looking back

at the Australian Castrol Six Hour around the same time it's mostly big Japanese multis with the occasional score by a Ducati or, bizarre as it now seems, a BMW R100 in 1977.

I'd say that this race success and the Jota years were the best of times for Laverda. By the early 1980's the performance and quality of its products had been surpassed by Japanese performance machinery at a much cheaper price and the company, always a low volume producer, was staggering by the mid 80's.

A former Two Wheels editor, and deeply missed friend, Jeremy Bowdler owned an early 80's Laverda RGS1000 triple that I am pretty sure carried him and his wife around Europe. I can't say that I ever saw him ride it but I do remember the words he used to describe operating the clutch. The fact that he owned one speaks volumes about his romantic soul.

Like other smaller European manufacturers, the Laverda name tottered on under various owners and some brave attempts to relaunch different products until it ended up owned by the Piaggio megagroup that also picked up Moto Guzzi and Aprilia. Who, in the end, terminated the brand.

So why pick the Laverda Jota as a modern classic? Because it's rare enough to

get attention anywhere, is a viable ride for a committed fan and it's a mad seventies hot rod. And have you seen how it looks with that lustrous, inch deep orange paint and massive alloy block?

Laverda edged into bigger bikes with single overhead cam twins that, other than the forward cant of the cylinder block, were somewhat similar to a Honda engine of similar vintage except that they were fitted up with some of the finest available components, were over engineered and the resulting bike was an expensive prestige item.

The triples, described by the interwebs as a 750 with an extra cylinder, arrived in the early seventies as a double overhead cam, two valve machine. The original drum-braked machine eventually got disks and, around 1976, the British Laverda importers convinced the factory to hot up the machine as a factory build. So the Jota is, basically, a factory superbike similar to today's top end Ducati or Aprilia specials. Good on your Slaters!

With the special factory parts the bike ended up churning out around 90 imperial horses and Brit websites are sure it was good for 140mph on the King's Highway. It was certainly crowned the fastest production bike of its day. The interweb also suggests that the Jotas bound for the UK, Australia and South Africa had the hottest engines with high compression pistons, hot cams and more open exhausts.

I love reading the component lists as it's a who's who of top line kit of the

day. Dell'Orto carbs, Brembo brakes, Marzocchi suspension, Bosch electronics but a Nippon Denso starter for reliability. But there was one funny anecdote about the early Jota generating system output being too low. This led to the great line that, even with the engine running, the battery would gradually go flat if you had the headlight on.

I always have 'brutal' in mind when I look at the Jota. It's a big, impressive machine. Specifications generally call it as around 230-240kg dry and there is a big tank of fuel to round that out to some serious weight. There is a sturdy frame, early generation cast wheels, metal everything and a big, strong motor. It's from that era when strength equalled weight, before materials technology and computer aided design could build bikes that are strong in the right places and flimsy where it doesn't matter.

I've never been fortunate enough to ride a Jota but the suggestion seems to be that, at least for the real high spec Jotas, the performance engineering of hot cams and high comp pistons means that the bike doesn't run so well at low revs. It's another area where we are now spoiled by fuel injection and electronic ignitions able to adjust powerful motors to run well right through the rev range. It's a far cry from earlier, carbled and hot cammed four strokes that work best in very specific rev ranges more suited to the open road or race track.



That engine is a big, brutal lump of metal.



When kept looking as good as this...you can see why they were popular.



A Jota ready for race at the Barry Sheene Festival of Speed at Eastern Creek



A most asymmetrical engine!

MODERN CLASSICS LAVERDA 1000 JOTA



The 1983 faired Laverda Jota 1000



An example of a naked Laverda Jota 1000



They were popular race machines in the UK during the late '70s



Another fine example of a Laverda Jota 1000

But it's that raw, mechanical edge that makes the Jota so attractive. You need to accommodate yourself to the stiff throttle and clutch lever, steering is apparently slow with those cool adjustable handlebars even on the narrow, period tyres and I'd

imagine that stop and start commuting would be a particular type of hell. Which is missing the point. This is an open road, big sweeper kind of seventies missile.

The general consensus seems to be that the series two Jota (with a higher output alternator) is the 'real' Jota as it retains the 180 degree engine throw where two pistons rise while one falls. This vibrates more than the latter 120 degree engine but has the distinctive engine note I've seen described as '1-2-3-miss'.

Hit YouTube, search for Jota and crank up the sound. You won't be disappointed. Unless, by accident, you get the thing the hot Laverda triple is named for. I found Spanish dance in triple time which may, or may not, include a bit of what looks like May pole action depending which link you click. So, to avoid any risk of folk dance you might be better to be in Brisbane in July for the Club Laverda Concours or one of the big historic road race meetings and hear DOHC triple time through mufflers legal in the 1970's or modern race cans. ■

Notice how simple the dash of the Laverda 1000 was...





Western Australia

3 - 12 September 2016

A truly unique adventure that will have you recounting stories to your friends adnauseum. Ride 3500+km, on an unmodified Honda CT110 from Perth through central WA and finish in Broome.

A serious adventure - remote country, small towns, bitumen, dirt, corrugations, and bulldust make this a great adventure. Not a race, nor a tour, it is a challenge and a whole lot of fun!

Register early! This is our most popular event.

\$5750 (AUD): Incl bike, accomm, meals, fuel, mechanics, spares, support vehicles.

www.postiebikechallenge.org Ph. +61 7 3264 7727

*It's not where you're going ...
It's how you get there.*



**The modular
luggage
system for all
motorcycles.**



VENTURA is available from your favourite motorcycle store. For more information about VENTURA products visit www.kenma.com.au email: sales@kenma.com.au or if you are in QLD, NSW, ACT, VIC, NT, SA phone 02 9484 0777, Tas ph 03 6339 2770 and please call 08 9355 2001 if you're in WA.

kenma
AUSTRALIA PTY LTD

ONTRACK
THE COX REPORT

Valentino Rossi could well be rated as the best of all time



Casey Stoner was always hard to beat...



FASTEST ON TWO WHEELS

Who's the fastest, who's the best? A fine discussion-trigger to be sure. How can we compare men who raced on treacherous road circuits in the 1950s with today's crew, leaning at 60 degrees and clocking up laps with metronomic precision? If you include the new guys in your top ten, who has to make way? Should we believe latest on the block is best or wait until Lorenzo and Marquez play out their careers to rank them?

This happened in November 2007. Two experienced Grand Prix watchers are trackside in Valencia, at the long, sweeping left-hand curve before the final corner. These guys know their oats. One is engineer, chassis designer and keeper of GP statistics Dr Martin Raines; the other former racer, veteran of the press corps and author Dennis Noyes. Their particular interest this day is Casey Stoner.

Dr Raines reckons too many people are fixated on the speed of Ducati's GP7 in a straight line and not watching closely how hard it is being ridden in the bends. He turns to his friend and says: "Casey Stoner is perhaps the fastest guy we have ever seen on a motorcycle".

Stoner would have loved this. He did not ever want to be known for a record number of victories. He wanted to be the fastest rider.

Roll forward to 2012, Stoner's swansong season and first year of the 1000cm3 formula. Raines still rated him the fastest guy, with Jorge Lorenzo not far behind and having great consistency.

That was three years ago. In that time another 'alien' has landed in MotoGP, the remarkable Marc Marquez. Meantime, Lorenzo has learned to go even faster and Valentino Rossi has rejuvenated himself, even managing to change his riding style. That is not easily achieved by any racer in his mid 30s, but he had to do it to mix it with the new generation.

At Silverstone, Rossi recorded his first wet-weather victory in a decade. His last one had been at slippery Donington Park in 2005. Team mate Colin Edwards was gobsmacked after that race to see in

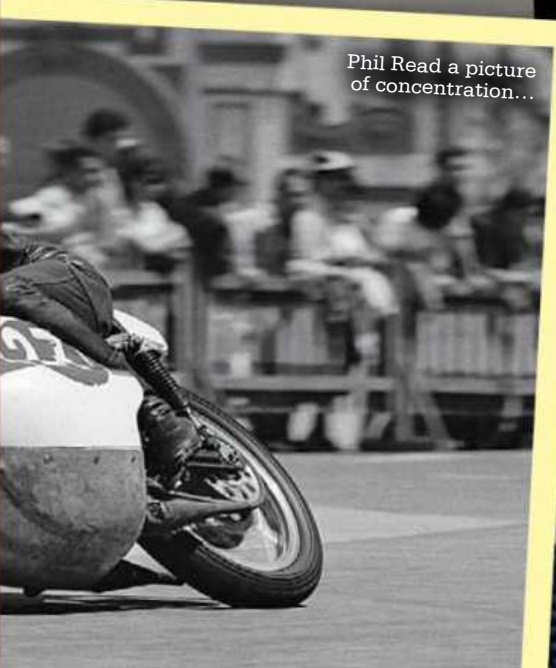
Rossi's data he'd locked the front wheel into almost every corner.

It is part of racing's attraction that just when you think someone is the best, perhaps the greatest of all time (leading to the acronym GOAT), a new contender appears or an existing one finds something special. The current standard in the premier class is extraordinary when you think of the depth and the ability of the top echelon to maintain metronomic race pace from lights-out to chequered flag. With Lorenzo it's called his 'hammer time', banging out the laps.

The sharp end of the field became even stronger in 2008, when Lorenzo and Andrea Dovizioso joined previous 125/250 graduates Dani Pedrosa and Stoner in the main game. You know things are ultra-competitive today when Pedrosa, who has won more premier-class races than Kevin Schwantz, Wayne Rainey or Kenny Roberts, has to fight tooth and nail to make the podium.

Maybe GOAT isn't a useful term. In 2004, when Rossi successfully switched to Yamaha, people focused on three names – Mike Hailwood, Kenny Roberts and Rossi. Giacomo Agostini had the most world championship GP victories, but when asked for a list of the top ten riders of all time/since the championships began in 1949, the first choice was usually Mike the Bike, King Kenny or The Doctor.

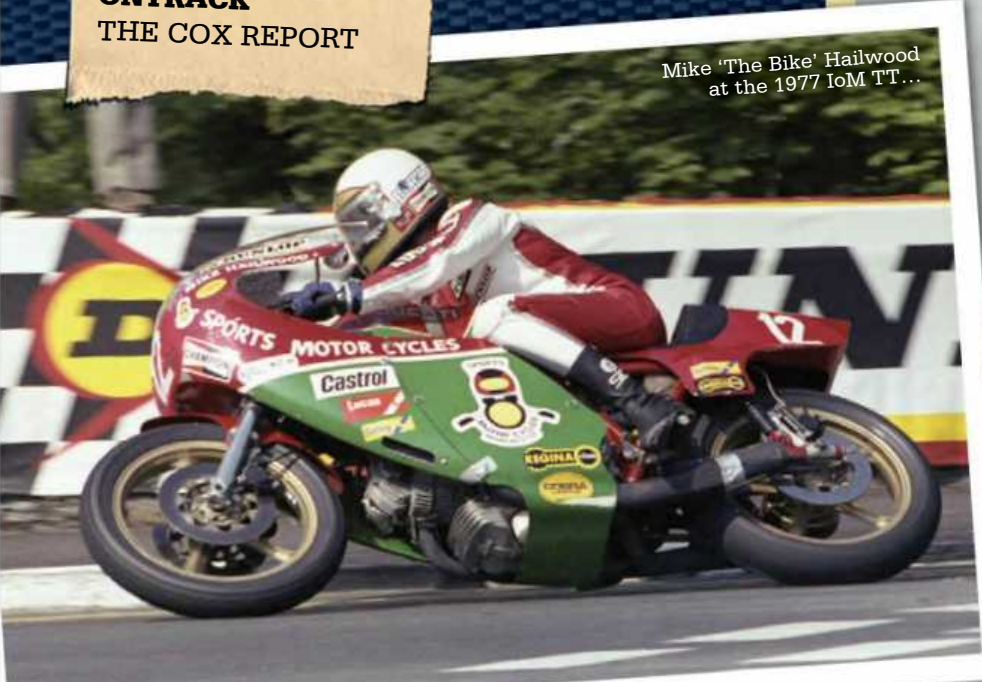
A decade on we have to factor in Lorenzo, Marquez and Stoner. And, in the light of Rossi's 2015 season, reflect on how much his standing has recovered since 2010, when Lorenzo was shading him before he broke his leg at Mugello, and through the lean Ducati years of 2011-12.



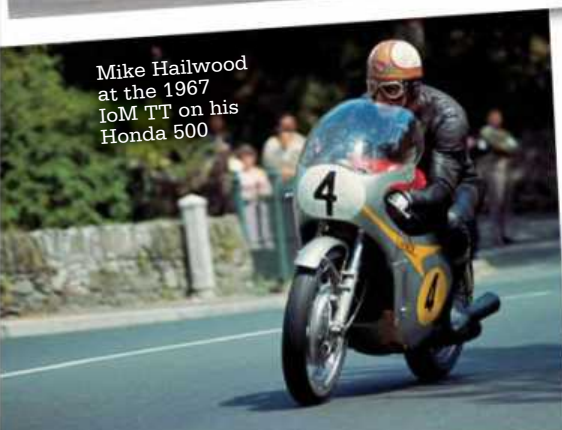
Phil Read a picture of concentration...

ONTRACK
THE COX REPORT

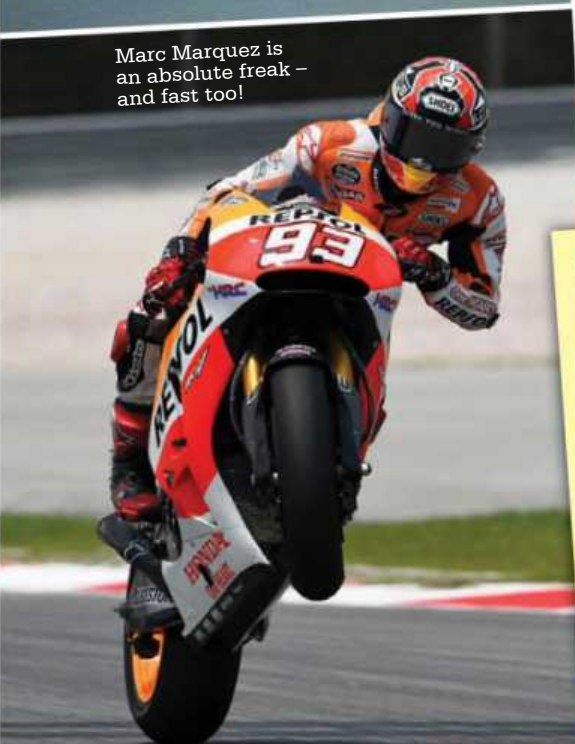
Mike 'The Bike' Hailwood
at the 1977 IoM TT...



Mike Hailwood
at the 1967
IoM TT on his
Honda 500



Marc Marquez is
an absolute freak –
and fast too!



Agostini was
brilliant to watch...



Bob McIntyre
racing his Norton
at the Norwest
200 in 1959



Marco Melandri used the term 'aliens' (meaning on a different level) for the top four when it was Lorenzo, Pedrosa, Stoner and Rossi. You feel some of the same sense in a quote from Cal Crutchlow, who said when he followed most riders he could see what they were doing, but with Stoner and then Marquez it was a mystery.

We watch the style of Marquez and Lorenzo on 190kW plus bikes from year to year and it appears to be the new normal. But Marquez is almost lying on the road at mid corner...and then he cracks the throttle with the rear tyre on its extreme edge, so the bike pivots quickly.

You realise how amazing this looks when a 1970s star rider in New Zealand's John Boote recently saw a picture of Marquez and Lorenzo cornering so far off their bikes that he thought it had

been photo-shopped. That's how far we've come from the 1970s style of the backside slightly inside the line of the bike and knee out.

Dr Raines mused on the idea of an imaginary race for aliens. In that case, the first alien would be Geoff Duke in the 1950s, on the grounds of both speed and his dashing style. He pioneered one-piece leathers and sat in the middle of the bike and hugged the tank, in an era when leathers were baggy and many riders still pushed the bike down in corners.

Duke was the perfect fit when the 1950 works Norton appeared with the Rex McCandless developed twin-loop chassis. He won the first 500 world championship round he contested, the 1950 Isle of Man TT and missed the world title by a single point.

You might think Duke had it easier



Geoff Duke was truly amazing to watch, pictured here in 1955

when he switched to Gilera. However, the four-cylinder Gilera had an uncomfortable quirk on bumpy public road circuits. Duke had switched from the Norton with massive flywheels to a four with a light crankshaft. When the rear tyre momentarily lost adhesion over a bump, the revs would rise and create a slide. If he instinctively shut the throttle, the engine would almost stop and the bike would try to high-side him.

John Surtees won four 500 titles in five years, before leaving motorcycle racing at age 26 and winning a Formula One car racing crown with Ferrari in 1964.

Sixties superstar Mike Hailwood might well have disliked the label alien. He loved racing bikes, playing jazz piano and being one of the boys. Two things set him apart – an unflappable temperament and razor-edge judgement.

If top rivals like Jim Redman left half a metre to spare as they rode flat out past the house steps at the back of Belgium's Spa-Francorchamps circuit, Hailwood left

less than 20cm. He did great things on private Nortons in 1960-61, works MVs, works Hondas and any other rides he could pick up.

Honda's 1966-67 500-4 was an animal of a bike, but Hailwood pushed it to the point of wobbles that left his rivals scared. He doesn't need to the 1978-79 comeback fairytale to be ranked highly; it was icing on a fabulous career.

Giacomo Agostini's seven consecutive 500 titles can, in an odd way, give the impression it came easily. The key points are that he won his first two 500 titles against Hailwood and his eighth championship in 1975 on a two-stroke machine, the first time that had happened.

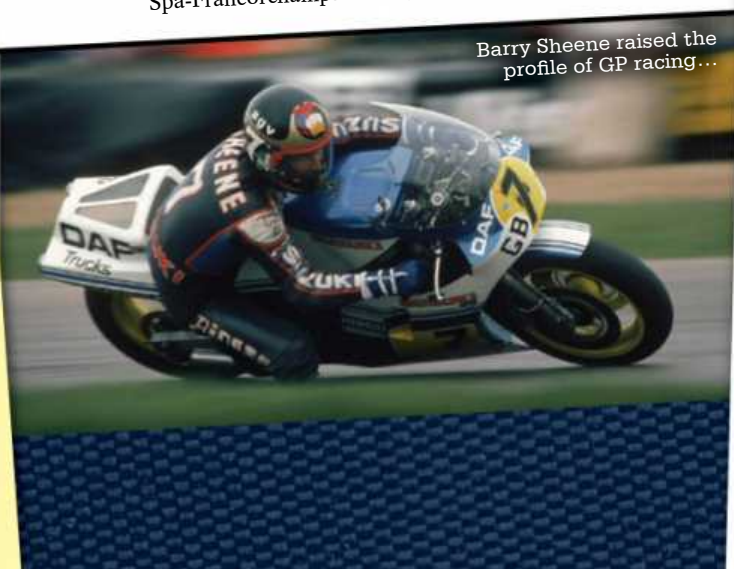
Barry Sheene was fast, never took a backward step, came back from terrible injuries and lifted sport's profile immensely with the general public.

Kenny Roberts wasn't called an alien. In 1978 he was christened the Martian,

because his speed and rear-wheel steering made Europeans think he came from another planet.

Roberts surely had the least 'silver-spoon' background of all the 500 champions. His piece of good fortune was arriving on the scene at the same time as affordable and reliable Yamaha production racing bikes became available. Couple that with Yamaha investing in US racing and a wise head in Kel Carruthers running the Yamaha America team before taking Roberts to Europe.

The more you learn about Roberts, the greater temptation to rate him higher on the ladder, including incredible machine control on anything from a paddock scooter to a 750 two-stroke racer. In both 1978 and 1980 the championship went down to the final round on the 22.8km Nürburgring. This was the antithesis of Roberts' background on dirt and specialist circuits in the US, but Roberts learned the circuit and on both occasions finished ahead of his closest points rival.



Barry Sheene raised the profile of GP racing...



Phil Read was another true champion on two wheels...

ONTRACK THE COX REPORT

In the 1980s he was riding better than ever, but never seemed to have the right combination of engine, chassis and tyres, until missing the title by two points to Freddie Spencer in 1983.

In the premier championship's first two decades, you could argue there was a progression. Duke on top, then John Surtees, Hailwood and Agostini. The 1970s and 1980s had some classic head-to-head contests – Agostini vs Read, Sheene vs Roberts, Roberts vs Spencer, Lawson vs Spencer and then Gardner, and Lawson vs Rainey and Schwantz.

The 1990s brought three consecutive titles for Wayne Rainey, one long-anticipated crown for Kevin Schwantz and then five in a row for Michael Doohan, with Doohan's being especially dominant victories. In the 'noughties', Rossi won seven crowns, including five in a row – from the last hooray of the 500s in 2001 to 2005.

Now, here's the problem. After 67 championships, there are 16 multiple premier-class champions with claims to a Top Ten birth. Umberto Massetti, Duke, Surtees, Hailwood, Agostini, Phil Read, Sheene, Roberts, Freddie Spencer, Eddie Lawson, Wayne Rainey, Doohan, Rossi, Stoner, Lorenzo and Marquez. Do we add special weighting for Duke, Lawson and Rossi winning in consecutive years on different brands?

And we haven't even come to the King of the Roads, Joey Dunlop, Jarno Saarinen, who was leading three championships when he was taken, and Kevin Schwantz, who created excitement for seven seasons and won 25 GPs, but one title. We also have the trio of Biaggi (13 victories), Mamola (13) and Pedrosa (26), multiple premier-class GP winners with no title.

In the late 1950s and early 1960s, Scotland's Bob McIntyre was tagged the best rider never to win the 500 championship. Bob Mac was the first man to lap the IoM at 100mph, in 1957. It was the only 500 championship round he won and '57 was the only year he had an Italian factory 500.

The last time this publication ran a list of Best Ten Road racers, Stoner had won one championship, Lorenzo was a

MotoGP work in progress and Marquez was racing 125s.

The order then was: Hailwood, Rossi, Roberts, Duke, Agostini, Doohan, Sheene, Surtees, Lawson and a toss-up for the last spot between Rainey, Saarinen and Dunlop.

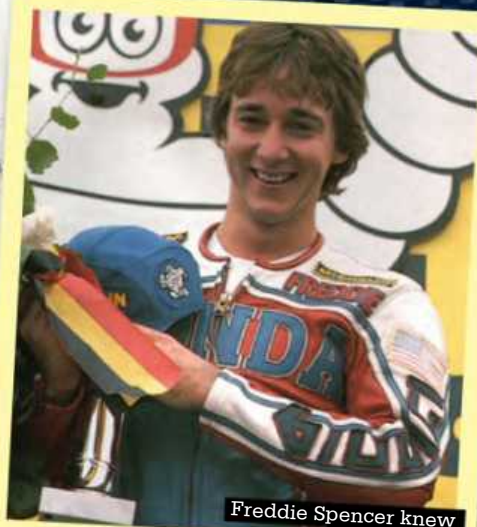
Seven years on, we'd re-arrange that – even before adding new names – by moving Roberts to number two. There's a also case to move Lawson and Rainey up a place or two, because they rode at a time when the bikes were nasty beasts and consistently faced tough opposition – from Spencer, Gardner, Schwantz, Doohan and each another.

But we're still left with a problem. Who out of the champion riders of earlier times do you drop from the top ten to fit in one, two or three modern-day aliens? ■

Casey Stoner – one of the fastest racers on the planet!



Jarno Saarinen smiling after another win.



Freddie Spencer knew how to win!



Jarno Saarinen was one of the best, and was leading three championships before he was tragically killed in an accident...



John Surtees won four 500 titles in five years!

PRECISION SHIMS AUSTRALIA

A Manufacture of shims for the adjustment of Inlet & exhaust valve clearances.

RANGE OF SIZES AVAILABLE from 7.0mm – 40.0mm diameter

PRICED FROM \$5.50 EACH INC. GST.

Incremental steps of .02mm or .05mm available.
Kits available including .02 & .05 increments



PHONE OR FAX ORDERS TO:
Precision Shims

Tel: (03) 9723 0199 **Fax:** (03) 9723 2759

Email: chris@precisionshims.com.au

www.precisionshims.com.au

TW08_14

**"What
the
fork!"**

RHC

• **RAD HARD CHROMING** •
www.radhardchroming.com.au

MOTORCYCLE FORK RECHROMING, SERVICING & RESTORATION.

RHC is a one-stop-shop for motorcycle fork restoration. RHC can overhaul, service forks. Replacement springs. Rechrome rusted, worn, stone-chipped fork stanchions. Arrange for powdercoating, polishing or decorative chroming of lower fork sliders and triple clamps.

9 Dollis Street, Rocklea QLD 4106

07 3277 0412

e: contactus@radhardchroming.com.au

TW08_08

KALPAGE & CO SOLICITORS

DON'T GIVE UP WITHOUT A FIGHT

I am a keen motorcyclist who enjoys a good ride with friends and fellow enthusiasts. I understand what it is like to be a rider and some of the problems faced, you can talk to me.



**ALL COURTS
IN NSW
COVERED**

- **Traffic Matters**
- **License Suspensions & Disqualifications**
- **Drink Driving Matters**
- **Criminal Law**
- **Employment Law**

CHRIS KALPAGE PH: (02) 9230 0448 **MOB:** 0418 211 074 **EMAIL:** kalpage@aol.com

TW28_04

TW28_04

scooter

SYM GTS 300I Sport

SPORT

300

Feature by Steve Martin



Every year the quality of scooters seem to increase, and the SYM GTS 300I Sport illustrates that very fact...

The Sanyang Motor Company (SYM) has been around for quite some time now, and the Taiwanese factory has been pumping out automobiles, motorcycles and scooters since the '50s. It's fair to say that with more than 16 million scooters and motorcycles manufactured in that time that most of the bugs have been ironed out, and the latest offering of scooters from SYM are getting seriously high tech and the new Lams approved GTS 300I Sport is no exception.





The Sport has taken over the mantle from the Firenze that had been the old 300 segment warrior for the company. The New sport has a healthy power increase - up 29bhp from the Firenze - which gives the scooter a very zappy feel in acceleration. It's hard to believe that it's a Lams approved machine with plenty of usable power available to the rider in an easy to use power band.

The Learner approved 300 can sit on 110kph all day long and with a 12 litre fuel tank some serious miles can be covered. SYM claim the fuel injected GTS uses 2.8 liters per 100km, but the Sport can extend its range, especially when city cruising by enabling the start stop technology switch on the left hand switch block. It works the same as some of the new smaller cars and switches the motor off at the traffic lights or in traffic jams to save wasted fuel. To restart the engine just twist the grip and the scooter automatically reignites and gets underway.

It doesn't matter if you're experienced or not when riding the Sport as the centrifugal clutch makes starting a breeze with no jerkiness and a completely linear feel to the twist grip. Sitting on the 300 gives you a feel of quality that just seems to improve every year from the non-Japanese manufacturers. The switches are high quality as is the appearance of the dash and you get the feel that you are sitting on a scooter built for comfort and weather protection.

Once underway the short screen surprisingly works extremely well keeping the wind off your chest. For those colder days there is a heater

mounted in the lower center of the foot well and that has an on/off adjustment depending on the positioning. It was less than 20 degrees the day I tested it and out on a country road or even buzzing around at 60kph it was difficult for me to tell if it worked efficiently or not. Maybe it's a bit of a gimmick but in general the ride position and weather protection negate the need for it any way.

The ABS equipped brakes work well and pull the scooter up very smartly. Any bike fitted with ABS needs a good test so I jammed the front brake on pretty hard on a slippery damp road to check its effectiveness. Good news is it works well and is certainly capable of helping in cases that sometimes might catch the rider unawares. The front Wave disc certainly looks the part and adds to the high quality feel and the braking power provided by the brakes.

It's a very nimble scooter to ride and change of direction requires no effort at all meaning you don't have to be a superman to manhandle it through the traffic. It also importantly feels quite light and manageable to push around and park which is certainly something to consider when buying a new scooter. Placing your feet on the ground is also an easy affair with nothing threatening to catch your trousers at that critical moment just as your feet need to hit terra firma.



scooter

scooter

SYM GTS 300i Sport



On board inside the right hand glove box you will find a USB port and also a cigarette style charger which can come in very handy to charge one's devices on the run. The Dash is similar to the MAX 400 with the main features being a speedo and tachometer which are both easy to read. A fuel gauge, clock and trip meter are the other important instruments that tick the boxes and make life more informed out on the street. Every scooter's major asset is its ability to carry luggage and although this SYM carries the moniker Sport it doesn't disappoint with the massive cavern under the seat. You could easily fit a couple of helmets and jackets with room to spare. Accessing the storage is by a button on the left switch block and is a job carried out with ease.

The other area that SYM have spent money on R&D is visibility. There are running lights, huge indicators and even a fog light which can be activated by a special switch located just under the dash.

Down Under SYM have sold more than 30,000 units and this 278cc new edition to the family should increase the speed that the brand flies out the doors. I enjoyed my short time on the 300Sport and at only \$7599 plus on roads, which also includes a four year unlimited kilometer warranty, expect them to be popping up everywhere... ■

GTS/JOYMAX 300i

OVERALL LENGTH (MM)

2160

SEAT HEIGHT

770mm

WHEELBASE (MM)

1550

GROUND CLEARANCE (MM)

120

WEIGHT (KG)

198

TRANSMISSION

C.V.T. auto speed change;
Primary Reduction belt - 2.29 ~ 0.79
Final Reduction gear - 7.03

ENGINE TYPE

4-stroke, 4V, water cooled

CYLINDER

Single cylinder

DISPLACEMENT

278.3

FUEL SYSTEM

EFI(C.I.)

FUEL CONTROL

O.H.C.

MAX HORSEPOWER

21.3kW/8000rpm

MAX TORQUE

27.4Nm/6500rpm

FUEL TYPE

Unlead gasoline

FRAME TYPE

Pipe under bone

FRAME MATERIAL

Steel

FRONT SUSPENSION

Telescopic fork

REAR SUSPENSION

Unit swing

RIM (FRONT AND BACK)

Aluminum

TYRES

Front: 120/70-14 55P

Rear: 140/60-13 63P

BRAKES (FRONT AND BACK)

Disk

BRAKE DIAMETER (MM)

Front: 260

Rear: 240

FUEL CAPACITY (L)

12

MAX SPEED

135

THE NEW SPORT HAS A HEALTHY POWER INCREASE - UP 29BHP FROM THE FIRENZE - WHICH GIVES THE SCOOT A VERY ZAPPY FEEL IN ACCELERATION...



scooteria

AUSTRALIA'S BIGGEST VESPA DEALER



TW58_08

SALES

SERVICE

SPAREPARTS

ACCESSORIES



Vespa

150 Parramatta Rd, Stanmore

Phone: 02 9557 8500

Email: scoot@scooteria.com.au

www.scooteria.com.au

JONESY
— WSFM's Brendan Jones
shares stories on life and
motorcycling...



BETTER MAN

The circle of life continues...

I lost three pretty important figures in my life last year - Rik Mayal of the Young ones fame, Doc Neeson lead singer of the Angels and Geoff Jones, my father...

I'm at a stage of life where at 47 the influential figures in my life are going to start dropping off the twig. These three figures all had different impacts on me; Rik Mayal, whom I'd never met but whose comedy made a big impact on me, Doc Neeson who I actually got to know over the course of my career and whose music made a big impact on me and my Dad who didn't really dabble in comedy or sing but to say made a big impact on me would be an understatement.

For most of his 71 years my father was an airline pilot for Qantas, and at his retirement my sister joked, "He'll be dead in three years!" He outlasted that prediction by two years. I suppose what triggered these thoughts is because Father's Day back in September was my first without dad. My initial thought was, "At least I won't have to go around looking for a gift." After I got past my initial shame for my first thought a flood of Father's Day presents past that I gave to Dad over the years came flooding back. Aside from countless ashtrays, which I tell my childhood self weren't responsible for his Lung cancer, there was a paper mache' St George Dragon, even though Dad supported the Swans, a pencil box that he could store his pens and pencils in, he used it to store loose change - which was quite handy for us kids at least when in need of some dough - and a golf tee holder which was pretty much a rubber thong cut into a rectangle with some holes drilled into it.

The one Father's Day gift that really stands out though was the one I spent the most time on, read that as more than 45 minutes; a tie rack. Not just any tie rack though, this tie rack was one of the

greatest things I had ever made in all my twelve years. Starting with the finest plywood, it involved using an array of power tools including something I would develop a lifelong obsession with a Jigsaw, ironically later in life I would buy dad a Jigsaw for Father's Day which I think he used once. After the tie rack was finished with a nice coat of 70's green paint, I looked on very proud of my handy work and contemplated perhaps not giving it to Dad and keeping it for myself. But as I had only one tie, I thought it more responsible to give it to Dad. I can't remember what he said on the ensuing Father's Day when he got the tie rack, because being a pilot he was probably away. But I do remember giving it to him six months after I made it, my fault I'd forgotten by the time he'd got back and it sat up in the back of my

cupboard, that he was genuinely pleased, and up until he moved out of the old house it faithfully held up all his ties and to this day I'd like to believe it's still mounted on the back of the door of his cupboard.

I have three children of my own these days who range in age from 22 to 18 to 13, and over the years they've all given me things that they have made. I still use the spatula my eldest made me for the BBQ, I've got the self-portrait my youngest drew of himself over my tool bench in the garage, although unfortunately my daughter's pasta picture of me didn't make it, the great mouse plague of '03 saw to that.

Last year was tough, I lost a few of my heroes, my father being one of them, and without going all 'Lion King', I inherited the Jigsaw I got him all those years ago along with his Yamaha. The circle of life continues... ■





Ph: 07 3869 3016 Fax: 07 3869 0704

Order online or call direct

Website: www.helperformance.com.au

Email: helperformance@bigpond.com

WE HAVE A LINE TO SUIT ANY CORNER



- For all Motorcycles and Car Applications
- **Dont put up with a spongy brake lever! Firm it up and reduce your stopping distance!**
- ALL OUR KITS and CUSTOM LINES are manufactured with a high grade Stainless Steel Braided Hose, Stainless Steel Banjo's and Stainless Steel Bolts with Copper Washers.
- **Add this simple upgrade to your braking system and feel the difference in your stopping power.**
- For all Road Riders, Track Riders, Cruiser Riders, & Dirt Riders.
- **All our lines are manufactured in Australia and comply with the Australian Standard ADR 42/04 SAA, SAE, BS, JIS, DIN, ISO, ECE, and FMVSS 106 Approvals and are labeled accordingly.**
- Covered With A Life Time Warranty
- **From \$69.95 per line Delivered**



HEL PERFORMANCE AUSTRALIA

120A HOSKINS STREET, SANDGATE, QLD 4017, AUSTRALIA
PO BOX 1078 NATHAN ST, BRIGHTON QLD 4017, AUSTRALIA

WHAT'S STOPPING YOU!



Avduro Pannierz

Expedition Pannierz have had a makeover for their tenth birthday.

While the architecture of the Pannierz hasn't changed, the way they secure to the support frames has. There are four added elements to achieve this. Take a closer look online.

**quality
motorcycle travel
equipment**

[facebook.com/andy.strapz](https://www.facebook.com/andy.strapz)

visit our online store
or give us a call



If it wears the **Andy Strapz** brand, it's made to the highest standards here in Australia.

ANDYSTRAPZ.COM
(03) 9770 2207

LETTERS Your thoughts on life, the universe and motorcycling.

CHAIN MAIL

FUTURE RIDERS

Hi Two Wheels – Love the magazine and just thought I'd send in some photos of my children on one of my bikes. They love sitting on it and no doubt will be wanting to ride my Trumpy when they get older.

– Glen Margetts

(So true Glen. My young boys were the same and now they're teenagers, so I don't think it will be long before they're looking to buy their first bike. And as I mentioned in my editorial this issue, young kids are always impressionable, which is why it's important we always set a good example. – MR)



LETTER OF THE MONTH

Thanks to Scooteria, we've got a great woman's GoGo Gear jacket to giveaway each issue for the letter of the month. Scooteria is the only stockist to sell GoGo Gear jackets for women and have a wide range available at www.scooteria.com.au



GREAT SCOOTER

I just wanted to say I enjoyed the article on the Burgman 650 last issue. I've owned one for a few months now and working in the Melbourne CBD, it's been a breeze getting around. And the quick commute to Sunshine is much quicker than in a car, especially ducking through the traffic. I'd have to say Steve Martin got everything right in his review, and would recommend it to anyone thinking of getting a high-powered scooter that handles just as well as any motorcycles I've owned in the past.

Mark, Sunshine

(Good to hear Mark, and we've also got a test coming up next issue on the Suzuki Burgman 200 which is a perfect entry-level scooter for any new riders. And a good stepping stone up to the 650 as well... – TW)



THROTTLE ROLL

I really enjoyed your feature on Throttle Roll, and would have to agree with you when you said that if you want to step back in time, this is one weekend you need to mark on your calendar. It was truly amazing, even better that I went along with my father. When I first got my license a few years back, he was a little worried, especially being his only daughter. Well, since then we've been on some great rides together and I couldn't think of anyone other than my dad to enjoy a day like we did at Throttle Roll.

It was great as we spent most of the Saturday wandering around all the bikes, and with him telling me all about the old bikes, I learnt so much. It really was a brilliant day, one that I won't forget for some time, and we've already agreed to go back again next year.

Debra, Sylvania Heights

(Great to hear you enjoyed it so much Debra. And it's events like these that allow people to create lifelong memories like you have with your dad. It's true testament to the effort and passion shown by the founder of Throttle Roll Mark Hawwa. By creating the Sydney Café Racer Club, he's unearthed some very notable talent, and showcasing it at an event like Throttle Roll is true genius. – TW)

GOOD GEAR

G'day Two Wheels – A couple of issues ago you ran a feature on R-Jays, and I was very interested to learn of how they initially started. I knew they were an Australian brand, but what I didn't know is just how much gear they actually produce. The reason for my interest is that I've been wearing the brand for years now, and have never had a problem with any of it, from helmets to gloves and jackets, and I've always been one to try and support Australian products where possible, but sometimes pricing can play a major role in choice.

(We totally understand where you're coming from Ian. R-Jays is definitely one brand that we've always sworn by here at the magazine, with a lot of the staff wearing it over the years. And pricing can always be an important factor in choice, which is probably why R-Jays has always been such a popular brand, it's well priced and always good quality. – TWs)

SOMETHING TO SAY?

Chain Mail, Two Wheels, 2 Stanley Street, Silverwater, NSW 2128 or email info@twowheels.com.au Letters may be edited by the editor and will be discarded without a full return address.

Motorcycle Insurance Specialists

Made possible by  QBE



IT'S AN INNOVATION CELEBRATION



PARTY WITH US AT **YAMAHA'S 60th** TRAVELLING ROADSHOW

PRIZES AND GIVEAWAYS



VINTAGE MODELS



YAMAHA LEGENDS



60TH TRUCK DISPLAY



FUN TIMES



WWW.YAMAHAMOTORSPORTS.COM.AU/60YEARS TO FIND OUT WHEN THE SHOW IS IN YOUR TOWN
YAMAHA. ROOSTING THE COMPETITION SINCE 1955



VISIT US AND LOCATE A YAMAHA DEALER AT:
www.yamaha-motor.com.au



Kicking goals for our customers every day

Call us for a quote
1800 24 34 64



Made possible by



Insurance is issued by QBE (Australia) Limited ABN 78 003 191 035. AFSL 239545. Normal acceptance criteria applies. To decide if a policy is right for you please carefully read the Product Disclosure Statement which is available at www.qbe.com.au or by phoning us on 1800 24 34 64.